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MOTORSPORT NEWS

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**EXCLUSIVE: READERS' Q&A
WITH JOE OSBORNE**



**The McLaren ace and TV talker
tackles the MN posers, p20**

Fifth victory in a row for Red Bull man puts him 116 points ahead

MAX PUTS ONE HAND ON CROWN WITH MONZA WIN



Max charged
through the pack

By Matt James

Max Verstappen can wrap up his second-successive Formula 1 World title in the next race at the start of October after sealing his 11th triumph of the season at Monza last weekend.

The victory in Italy, which was assured when the safety car was deployed over the closing stages of the race, has pushed him 116 points clear of Ferrari rival Charles Leclerc. The next round is at Singapore on October 2 and if Max can push the margin out to 138 points, he will be crowned.

"It's amazing what we are experiencing within the team," Verstappen said. "We are having an amazing year. I think we've had a lot of different challenges on different kinds of tracks and now the car really seems to work at every track [we go to]."

Formula 1 was the leading motorsport series to pay tribute to Queen Elizabeth with several marks of respect over the weekend.

Full report, page 4



Another Red Bull win

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MOTORSPORT NEWS

REPORT

**NEUVILLE LANDS
ACROPOLIS WIN
FOR HYUNDAI**

Belgian leads a 1-2-3 for
South Korean marque **p16**



REPORT

**MCLAREN LEAVES
IT LATE FOR BRITISH
GT SUCCESS**

Tillbrook and Clutton prevail
at Brands Hatch **p18**



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COMMENT

Photo: Hyundai, Motorsport Images, Jakob Ebrey



The safety car ruined the final stages of the Italian Grand Prix at Monza on Sunday

RACING TO THE RULES UPSETS FANS

There was a cacophony of boos from the grandstand at the end of the Italian Grand Prix at Monza last weekend as the event was neutralised over the closing stages as Daniel Ricciardo's McLaren ground to a halt between the Lesmo corners.

With only a handful of laps remaining, the chances of getting the race restarted were slim. In the end, what could have been a thrilling climax was denied when the track could not be cleared in time. The tifosi were not very happy as, if the race had gone green once more, its darling Charles Leclerc could have been within touching distance of eventual winner Max Verstappen. It was a damp squib of an end.

The displeasure from the Italian fans was clear to hear, but it is remarkable what short memories some motorsport fans have. Think back to the mismanaged end to Abu Dhabi GP in 2021, when Lewis Hamilton's chances of a record-breaking eighth title was thwarted by baffling decisions from race control. While there is a huge desire to see racers actually race and take a victory on track, the situation that occurred on Sunday afternoon was unavoidable and rather than manipulate the results, the grand prix was played with a straight bat. It was disappointing, but perfectly understandable and it was the right thing to do.

While Verstappen was celebrating, so was Hyundai. After a troubled campaign which has led to some of its drivers – notably Ott Tanak – firing brickbats at the team's management, the South Korean firm decided to get things right in Greece and locked out an Acropolis 1-2-3. It might not have been so simple had M-Sport's Sebastien Loeb not retired with a broken alternator. Class, as they say, is permanent. The report is on page 16.

GT race and 100mph talker Joe Osborne is the man in the spotlight in our MN readers' questions. The popular Bedford battler tackles the questions might like he drives a racing car or handles a microphone: with will commitment. It is an interesting read, and it starts on page 20.

We have all the national racing and rallying action from last weekend, and we also look ahead to the Goodwood Revival this weekend and the Castle Combe Rallyday. Also, don't forget to make your opinions heard in our latest Motul UK-backed Motorsport News poll to identify your most missed Formula 1 tracks. Turn to page 15 to find out how to take part.

Motorsport News would also like to extend its sympathies to the royal family in the wake of the passing of Queen Elizabeth II last week. Our sport around the world paid tribute to our head of state, showing the regard in which she was held.

Matt James

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MOTORSPORT NEWS

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IN THIS ISSUE



P4

Magic at Monza for Max

Eleventh win of the season for the reigning World title holder



P16

Hyundai gets it right in Greece

Neuville leads home a 1-2-3 finish on the Acropolis showdown

P18
Late drama in British GT

McLaren inherits victory in the dying throes at Brands Hatch



P20

Readers' Q&A: Joe Osborne

McLaren racer and TV talker tackles the Motorsport News readers' posers

Report: Italian Grand Prix	4
News: Racing	5
News: Rallying	9
Report: BriSCA F1 World Final	12
News: Historics	13
MN Poll: Most missed F1 tracks	15
Report: Acropolis Rally Greece	16
Report: British GT Brands Hatch	18
Q&A: Joe Osborne	20
Report: SRC Galloway Hills	27
Preview: Goodwood Revival	29
Preview: Castle Combe Rallyday	30
Reports: National racing	31
Reports: National rallying	33
Column: Jack Sherwood	34
What's on/readers photos	35



P30

Preview: The Castle Combe rallyday lowdown

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

FORMULA 1 REPORT: ITALIAN GRAND PRIX

Photos: Red Bull Content Pool, Motorsport Images



Boo hiss: Red Bull man prevailed



Dutchman Max Verstappen took fifth win in a row

VERSTAPPEN WINS AS FERRARI FANS LEFT GUTTED

A late safety car period ruins the Scuderia’s chances at Monza. By **James Roberts**



Pitstop didn't help Leclerc

F1 RESULTS

Italian Grand Prix
Laps: 53 Track: Monza Race distance: 190.596 miles

	DRIVER	TEAM/CAR	TIME
1	Max Verstappen	Red Bull	1h20m27.511s
2	Charles Leclerc	Ferrari	+2.446s
3	George Russell	Mercedes	+3.405s
4	Carlos Sainz	Ferrari	+5.061s
5	Lewis Hamilton	Mercedes	+5.380s
6	Sergio Perez	Red Bull	+6.091s
7	Lando Norris	McLaren-Mercedes	+6.207s
8	Pierre Gasly	AlphaTauri	+6.396s
9	Nyck de Vries	Williams-Mercedes	+7.122s
10	Guanyu Zhou	Alfa Romeo-Ferrari	+7.910s

11 Esteban Ocon (Alpine-Renault) +8.323s; 12 Mick Schumacher (Haas-Ferrari) +8.549s; 13 Valtteri Bottas (Alfa Romeo-Ferrari) -1 lap; 14 Yuki Tsunoda (AlphaTauri) -1 lap; 15 Nicholas Latifi (Williams-Mercedes) -1 lap; 16 Kevin Magnussen (Haas-Ferrari) -1 lap; 17 Daniel Ricciardo (McLaren-Mercedes) 45 laps/engine; 18 Lance Stroll (Aston Martin-Mercedes) -39 laps/retired; 19 Fernando Alonso (Alpine-Renault) 31 laps/overheating; 20 Sebastian Vettel (Aston Martin-Mercedes) 10 laps/engine. Drivers' championship (after 16/22 rounds): 1 Verstappen 335; 2 Leclerc 219; 3 Perez 210; 4 Russell 203; 5 Sainz 187; 6 Hamilton 168. Constructors' championship: 1 Red Bull 545; 2 Ferrari 406; 3 Mercedes 371; 4 Alpine 125; 5 McLaren 107; 6 Alfa Romeo 52.



Williams' Nyck de Vries was voted as the driver of the race

As Max Verstappen stood on the top step of the Monza podium, the crowd below him vocalised their displeasure. A late-race safety car neutralised the final six laps of the Italian Grand Prix and – in the eyes of the tifosi – this denied an opportunity for their hero Charles Leclerc to challenge for the win. The Ferrari fans had started to boo and jeer on the final lap when it became clear racing wasn't going to continue. “We didn't want to win a race behind a safety car,” said Red Bull's team principal Christian Horner of the anticlimatic ending. “We share the disappointment with all the fans as it took away a grandstand finish. It goes against the principle of what we have discussed [with the FIA] previously.”

Ferrari team boss Mattia Binotto was more critical of the governing body saying the decision to finish the race behind the safety car was “not good for F1 and the show,” adding that race control needed “more experience to be able to do a better job.” Following Michael Masi's departure from the FIA after the controversial safety car restart in Abu Dhabi at the end of last year, the role of the race director has rotated between Niels Wittich and Eduardo Freitas. At Monza, it appeared that the operations of the safety car could have been managed better. On lap 47, Daniel Ricciardo stopped his McLaren between the two Lesmos. When the safety car emerged from the pits, it picked up third-placed George Russell and was slow to get in front of the race leader. Its usage was then extended when the marshals weren't able to get Ricciardo's car into neutral and it required a snatch vehicle to move the McLaren out of the way. With the track clear on lap 52, the safety car then stayed out for an extra lap, denying fans of an exciting sprint to the flag. In the future, F1 needs to find a solution to ensure racing can resume, potentially waving a red-flag to set up a dash to the flag, as happened in Baku last year. Whether Leclerc could have passed



Russell rolled the dice and came up with a third-place finish at the end

Verstappen is another matter. Like at so many races this year, the Red Bull/Verstappen combination was unstoppable and even a seventh-place start for a grid penalty (for power unit changes) did little to hinder the World champion. To the delight of the crowd, Leclerc led the early stages from pole, defending against a spirited attempt by front-row starting George Russell into the first corner. When a Virtual Safety Car appeared on lap 11, to recover Sebastian Vettel's broken-down Aston Martin, Leclerc pitted from the lead. Verstappen had already made rapid progress through the field and inherited the top spot. He made his only pitstop on lap 26, whereas Leclerc's early stop led to a second stop in the closing stages to softs. But a deficit of 20 seconds was too big for the Ferrari driver to close up and Verstappen was comfortable out front. Russell finished behind Leclerc in third, two places ahead of his Mercedes team-mate Lewis Hamilton, who had started on the back row for engine-related grid penalties. In total eight drivers received grid penalties. One of the beneficiaries of these was rookie Nyck de Vries. He had the rare distinction of

driving for two different constructors in the same race weekend. On Friday he did free practice one for Aston Martin, but when Alex Albon was rushed to hospital on Saturday morning with appendicitis, de Vries was in the Williams cockpit for the rest of the weekend. Despite admitting he couldn't sleep with nerves, the Formula E champion drove a solid race – earning the driver of the day fan vote – with a ninth-place finish. In just one race he has leapfrogged Nicholas Latifi in the drivers' standings. That doesn't look good for the Canadian. De Vries is hoping his performance will help with a seat in F1 in the future. “The whole experience, has just been a dream,” said the 27-year-old Dutchman. “Jumping on a car on the drivers' parade and seeing all the excitement for Formula 1, getting the opportunity to race, starting in the top 10, executing a good race, scoring points debut, being called Driver of the Day – it's been amazing.” After Verstappen wrapped-up all three of the final races in Europe, he now heads to Singapore where he can mathematically take the drivers' title.

RACING NEWS

Photos: Motorsport Images, Toyota Gazoo Racing



Porsche is reevaluating

PORSCHE AND RED BULL LINK-UP IS A NON-STARTER

Porsche officials have insisted they are still keen to enter grand prix racing in 2026 despite a breakdown in negotiations with Red Bull Racing.

The two parties had been in discussions for months about a possible tie-up, but talks broke down last week as the German car giant wanted an “equal footing” in the partnership that would have meant taking a significant stake in the team. Red Bull Racing chiefs were keen to keep their operation on an independent basis.

“The premise was always that a partnership would be based on an equal footing,” said a statement from Porsche. “[It would] include not only an engine partnership but also the team. This could not be achieved.”

Audi has already confirmed that it will join the F1 grid in 2026, likely as partner to Sauber and it is expected that it too will take a holding in the team.

Red Bull’s Christian Horner said that the team’s own power unit department was “a long way down the road” with its 2026 motor but says that an ongoing partnership with Honda, which officially withdrew from F1, on the hybrid side might continue in the future.

“Whether or not there was some interest potentially on the battery side, and any potential synergies there, it could be an interesting discussion,” said Horner. “But [on] the combustion and mechanical side of the engine, we’re on a road map to 2026 that we’re very happy with.”

MARTINS LANDS F3 TITLE IN TENSE FINALE

Despite collecting a post-race penalty, Alpine junior driver Victor Martins claimed the FIA Formula 3 crown at Monza, prevailing in a six-way title showdown.

The race was halted after a lap-16 collision and ART driver Martins, who had earlier been shown a black-and-white flag, was demoted from third to fifth with a five-second censure from the officials. However, this became fourth when rival William Alatalo was also penalised after the chequered flag, and that was enough for Martins to secure the title.

The race was won by Zane Maloney (Trident) and Briton Oliver Bearman (Prema) snared second position.

The weekend’s opening sprint race was won by Franco Colapinto (Van Amersfoort Racing), ahead of a closely following Bearman and Caio Collet (MP Motorsport).



Formula 1 paid tribute to Queen Elizabeth II on each day of the Italian Grand Prix last weekend. Team members gathered in the pitlane before the start of the action on Friday to hold a minute's silence, while a more public tribute was paid at the front of the grid just before the start of the 53-lap race on Sunday.

FIA CLARIFIES SAFETY CAR CALL IN ITALIAN GRAND PRIX

Fans unhappy after anticlimactic race at Monza last weekend

By Matt James

Formula 1’s rulers have defended the fact that the end of the Italian Grand Prix was taken under a safety car period.

Several drivers were angered by the move as the race was reaching its climax. The safety car was deployed when Daniel Ricciardo’s McLaren stopped on lap 47 and marshals had trouble moving the stricken car. Despite the fact the machine had been removed on lap 52, with one

more tour to run, the event finished under caution as there was not enough time to cycle through the lapped cars – which had been the cause of controversy at the Abu Dhabi Grand Prix in 2021.

An FIA spokesperson said: “While every effort was made to recover Car #3 quickly and resume racing, the situation developed and marshals were unable to put the car into neutral and push it into the escape road. “As the safety of the recovery operation is our only priority,

and the incident was not significant enough to require a red flag, the race ended under safety car following the procedures agreed between the FIA and all competitors. The timing of the safety car period within a race has no bearing on this procedure.”

Despite that, Red Bull boss Christian Horner says that the initial deployment of the safety car could have contributed to the issue. “There was enough time to get that race going,” Horner told Sky. “I think they

picked up the wrong car, they picked up George Russell.”

The crowd was vociferous in its feelings after the chequered flag had fallen and jeered winner Max Verstappen, who could have been in for a battle with Ferrari’s Charles Leclerc had the race got going again.

“It happens, everyone speaks to me about it with the booing and stuff but at the end of the day I am here to try and win the race which we’ve done,” Verstappen said. “It is not going to spoil my day, I am just enjoying the moment.”



De Vries turned heads on F1 debut

DE VRIES GET LAST-MINUTE WILLIAMS RACE CALL-UP

Mercedes protege Nyck de Vries made his Formula 1 debut in the Italian Grand Prix, deputising for an unwell Alex Albon.

Albon was struck with appendicitis on Saturday morning and was forced to have surgery, so the Dutch driver de Vries, who had already taken part in the opening practice session with Aston Martin, was drafted in at

the last minute. The 2020-2021 Formula E champion benefited from a raft of drivers collecting qualifying penalties to line up in eighth spot for his maiden grand prix. He finished in ninth spot at the flag, even though he earned a reprimand for ‘erratic driving’.

De Vries is chasing a full-time seat in Formula 1 for the 2023 season.

TOYOTA DOMINATES WEC AT FUJI

A strong opening stint from Sebastien Buemi proved decisive as Toyota locked out the top two steps of the World Endurance Championship rostrum in the Fuji Six Hours last weekend.

The victory, which was secured over the sister GR010 Hybrid of Kamui Kobayashi, Jose Maria Lopez and Mike Conway, means that Buemi and his team-mates Brandon Hartley and Rio Hirakawa have moved into the joint lead of the points standings.

The Alpine crew of Mattieu Vaxiviere, Andre Negrao and Nicolas Lapierre, which finished third in Fuji, are tied with

the Toyota trio with one round remaining at Bahrain on November 12.

Peugeot took part in its second WEC race with its new 9X8 Hypercar and, despite lengthy pitstops for both machines, Jean-Eric Vergne, Mikkel Jensen and Paul di Resta took fourth place.

LMP2 was won by Robin Frijns, Sean Galael and Dries Vanthoor in their WRT machine, while GT Pro honours fell to Ferrari, with James Calado and Alessandro Pier Guidi prevailing in their AF Corse-run car. In the Am division, the win went to the Aston Martin of Ben Keating, Henrique Chaves and Marco Sorensen.



Toyota took a 1-2 on home soil at Fuji

DRUGOVICH WINS F2 DESPITE MONZA SHUNT

Felipe Drugovich wrapped up the Formula 2 crown at Monza despite retiring from the opening race of the weekend following contact.

The Brazilian, who started in 12th place, was ruled out at the fifth corner following a collision that broke the suspension on his MP Motorsport machine. However, main title rival Theo Pourchaire also had an off-track excursion and received a penalty, which meant he finished in last place.

The opening sprint event was claimed by Hitech driver Juri Vips after an early pass on rival Frederik Vesti.

Drugovich said: “It feels amazing. It takes a bit of time to sink in and actually realise you’re the champion. When you start you always have a dream of being in F1, but when you’re going through, you realise how difficult it is to be an F2 champion as well. It’s everything you can do to match that dream and it certainly becomes a dream as well to become F2 champion.”

Jehan Daruvala won the feature race on Sunday that was punctuated by a messy opening lap and then a red flag following a collision between Calan Williams and David Beckmann.

Vesti was second with Enzo Fittipaldi rounding out the podium. Drugovich was sixth.

RACING NEWS

Photos: Jakob Ebrey

NEW ASSETTO BRANDS LINE-UP

Aspetto Motorsport ran a second Ginetta GT4 at British GT's Brands Hatch meeting last weekend as Am driver Mark Sansom's work commitments keep his Bentley GT3 out of 2022's remainder.

Sansom graduated to GT3 with Aspetto this season, racing alongside Will Tregurtha. At Brands Aspetto instead entered its Ginetta GT4 Supercup racer Darren Leung beside Charlie Robertson as a Pro-Am duo in a second G56 GT4. Robertson raced alongside Sansom in Aspetto's British GT Ginetta GT4 last season.

Aspetto is set to race only one car in next month's Donington Park finale. Leung at Donington will race Century's BMW GT3 with Alexander Sims.

Aspetto managing director Simon Traves told Motorsport News: "Brands GP is the best-suited track to the Ginetta on the calendar. It's the same car, Darren has a car already, so it just made sense for him to do it. "We already had the entry from the GT3, which SRO let us convert over to GT4.

"We've worked with [Leung] for over a year now and he's turned into a really good Am driver. He's been battling with the Pros at times."



Leung got British GT bow

FOX PAIR KEEP WIN

Fox McLaren pair Nick Halstead and Jamie Stanley have kept their late-July maiden British GT race win at Spa-Francorchamps after winning their appeal against a qualifying penalty.

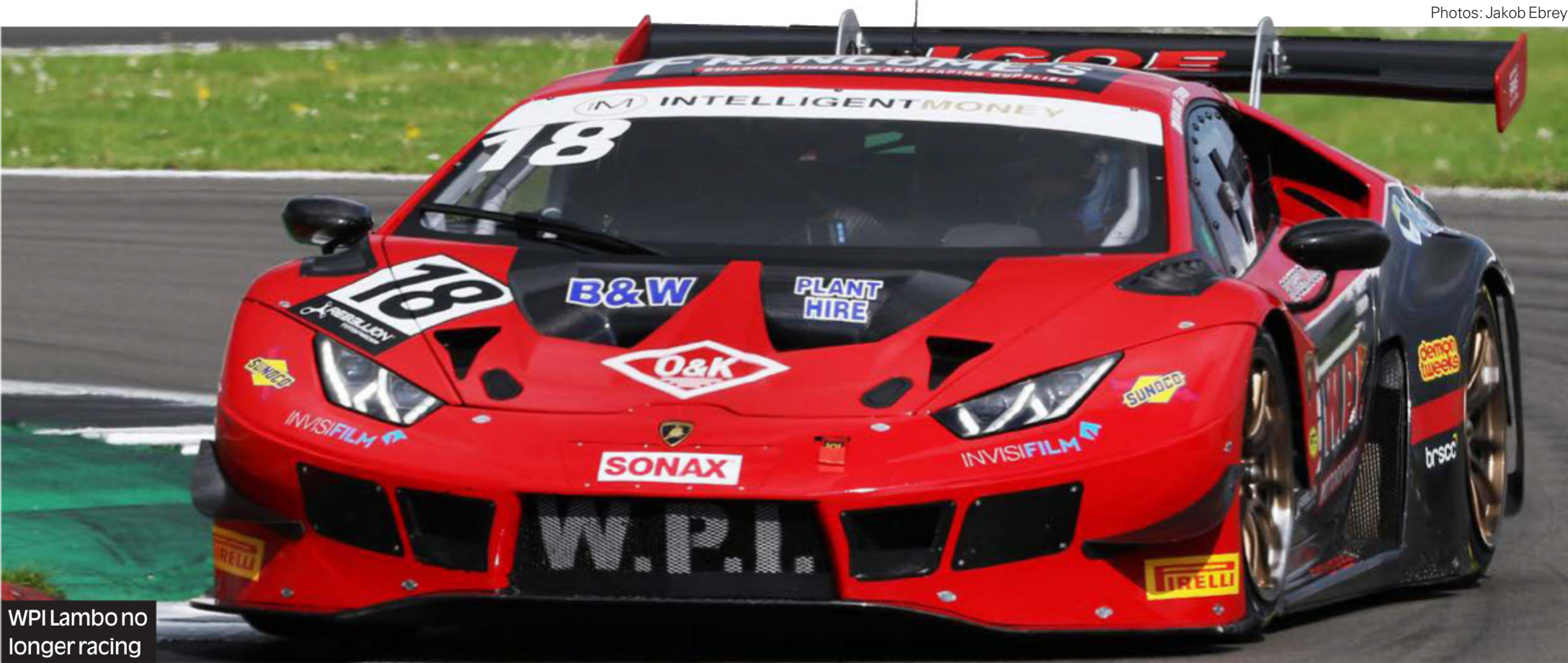
The Fox duo won on the road but they, along with the seventh-placed Paddock McLaren, raced under appeal following a qualifying overboosting sanction. The result was finalised last weekend following a National Court ruling on the teams' joint appeal. The ruling's details were to follow as MN went to press.

The ruling also brought clarity to last weekend's Brands Hatch British GT race result and the GT3 title battle, as championship points and Brands' success penalties depended on the ruling.

A Fox statement said: "The entire team is pleased to consider the matter closed so that we may focus fully on trying to add more victories."



Fox duo kept win after appeal



WPI Lambo no longer racing

WPI WITHDRAWS FROM BRITISH GT

Keen and Igoe Lamborghini steps away due to Am driver's work commitments

By Graham Keilloh

British GT frontrunning WPI Motorsport Lamborghini pair Phil Keen and Michael Igoe have withdrawn from the remainder of this season due to Igoe's work commitments.

The Pro-Am duo did not compete in last weekend's Brands Hatch round nor will race in mid-October's Donington Park season finale. Motorsport News understands the team is unlikely to return to racing next season.

WPI and Igoe made their British GT debut in 2019, took their first win in 2020, and were joined by British GT record race-winner Keen for the 2021 campaign and they immediately won Brands Hatch's season-opener. The drivers finished fourth in that year's standings while WPI got third in the teams' table. Keen and Igoe were second in this year's standings, with WPI also second, prior to the late-July Spa round.

Keen told MN: "I understand the reasons why [Igoe] doesn't want to finish the year, he's so busy with business

commitments, he can't give it the time he needs to get the results and enjoy it. He gets there, he's so busy with work and everything he can't relax and turn off. We didn't have time to test or move forward because he was so busy.

"I haven't really made any plans for British [GT] for the rest of the year, for the moment just see what happens and I'll be talking to Lamborghini and see what the plan is for next year.

"I've gained another friend [in Igoe], we will continue to be friends and do stuff together in the future."



Frontrunners Igoe (l) and Keen

OBITUARY

Mike Blanchet 1948-2022



Blanchet (l): popular figure

All at Motorsport News were sad to learn that popular single-seater racer and Lola managing director Mike Blanchet passed away last week aged 74.

Blanchet started in hillclimbs in before switching to circuit racing in 1973. He finished second in 1975's Formula Ford Festival.

His position as Lola sales manager and development driver meant he could not always complete full seasons. For example in 1978 Blanchet did not begin racing until June with his works prototype Lola FF2000, but still finished third in the standings with four race wins.

In 1979 Blanchet graduated to British Formula 3 with a Lola T770, competing in the category until 1984.

Journalist Sam Smith told MN: "Mike was one of the most respected staffers at Lola I can recall. The reason for that was that he was such a great enthusiasm for the sport and someone who, whether he was driving – and he was a very capable and quite underrated driver – or he was selling cars in his commercial role at Lola, he was just so engaging and committed to the sport he loved so much.

"His contact book was supreme. Whenever he was at an industry event he would know everyone in the room and they knew him. Above all I remember him as a great listener and someone who was always aware of what was going on even when he slowed down a bit more in recent years."

RAM TAKES TEAMS' TITLE

RAM Racing was confirmed as this year's British GT GT3 teams' champion ahead of last weekend's Brands Hatch round, its first-ever overall crown in the championship.

RAM finished second behind Barwell Motorsport in both of the last two seasons, and this year raced two Mercedes-AMGs, including one for title leader Ian Loggie. Calculations prior to Brands showed RAM's total was unbeatable regardless of Spa's appeal outcome (*see separate story*).

RAM boss Dan Shufflebottom told Motorsport News: "I hadn't even realised we'd already done it until I saw the

British GT press release. With two cars full season it was probably going to be difficult for anyone to beat us because we were the only two-car team."

Loggie's driving partner Jules Gounon missed Brands because of a back injury and was replaced by Callum Macleod who also replaced Gounon earlier this season when his commitments clashed. Shufflebottom said: "[Gounon] went off track at VIR [in IMSA] and he thought he jarred his back, but the pain continued. After Hockenheim [in GTWCE] he decided to get it checked again and they found two cracked vertebrae."



RAM taking teams' title surprised boss

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MOTUL

RACING NEWS

F3-BEATING PACE PROMISED FROM NEW VAN DIEMEN

Firman has high performance for accessible cost with new FIA F3-based track-day car

By Graham Keilloh

Ralph Firman Jr has promised Formula 3-beating pace for a competitive price from the new car with which he is relaunching the Van Diemen name.

Ex-Formula 1 driver Firman, son of Van Diemen co-founder Ralph Sr, is relaunching the famous brand initially with a chassis competing in Sports Car Club of America's P1 category and a track-day version available in the UK.

The cars will be produced from the old Van Diemen factory near Snetterton with the head office at Silverstone. The first cars will be delivered in February.

The track day car, the RF350, has a 2.3-litre Ford Ecoboost engine with three power options: 350bhp, 440bhp and 550bhp.

Firman Jr told Motorsport News: "It's exciting to be relaunching the family heritage company. We've designed the cars around FIA



Firman has ambitions

F3 chassis, that can be used to pitch to multiple championships and multiple markets. [It's] a two-pronged attack with the same car: race championships and track-day market. We expect the standard track-day car to be lapping faster than a Formula 3 car given its downforce numbers, we've done lots of CFD testing, it's been quite a substantial project.

"The car is going to be the best-performing car at the price point, Radical's probably our biggest challenger, and we'll have an FIA halo as well so up to modern safety standards.

"It would be nice to see if we can lower the cost in some small way of racing and see if we can get a wider audience back into it."



Track-day car offers power and downforce

Photos: Motorsport Images, Richard Styles

TWO HOSPITALISED AFTER CRASH AT CASTLE COMBE

Two people were hospitalised after an accident at the Forge Motorsport Action Day performance car show held at Castle Combe circuit 10 days ago.

The accident involved a BMW hitting the back of another car while lapping the circuit. Wiltshire Police, which responded to the accident, later confirmed that the driver – a man in his 20s from Chepstow in Wales – suffered minor injuries, and that the passenger – a woman in her 20s from Blackwood in Wales – suffered serious injuries that are not believed to be life threatening or life changing.

The event, hosted by Forge Motorsport, included track sessions, parade laps, drifting demos as well as paddock displays.

A Castle Combe circuit statement said: "Castle Combe circuit has, and always has had, rigid safety procedures in place before anyone carries out track time at the venue. This is the first time an incident of this kind has occurred during an Action Day event over the many years that they have been held.

"We will be holding a thorough debrief meeting and review in due course, with further updates being made accordingly."

RICHINGS BRINGS DOWN CURTAIN AFTER 51 YEARS

Clubmans racing stalwart Peter Richings will call time on his racing career at the end of this year after 51 consecutive seasons 41 of which were in the Clubmans category.

Richings is a multiple champion and started racing in 1972 in an MG Midget. He even spent some time in Class B of Formula 3 in the 1980s

but he's best known as a long-standing frontrunner in the Clubmans class.

Richings intends to compete in two more race meetings this season and will then look to sell his Mallock Mk30. He will however continue to do some competition as he is now sharing a Toyota Yaris GR in speed events with his wife Joy.



Richings is stepping away after a half century

TT LEGEND MCGUINNESS MAKES GINETTA DEBUT



Isle of Man legend raced Ginetta G56

Isle of Man TT legend John McGuinness had his latest outing racing on four wheels last weekend at Brands Hatch making his Ginetta GT Academy debut.

McGuinness is a current TT lap record holder and the second-most successful rider in history at the famous motorcycle course with 23 wins and 47 podiums from 100 starts.

McGuinness made his four-wheel circuit racing debut in the Fun Cup in May last year at Donington Park, shortly after passing his ARDS test at Mallory Park. He also has contested rallycross events in recent years.

He decided to race in the entry-level Ginetta series after being invited to sample its G56 GTA by Ginetta chairman Lawrence Tomlinson. McGuinness raced at Brands last weekend in a W2R car as part of a bumper 30-car entry.

McGuinness said: "Following my car-racing debut last year, I've been chomping at the bit to keep racing on four wheels. Lawrence very kindly invited me to Croft last August to take a spin in the GT Academy car. I knew instantly that I had to race it, and where better to do so than the iconic British track Brands Hatch."

FOSTER SEALS ANDRETTI INDY LIGHTS DRIVE

British rising star Louis Foster will race with Andretti Autosport in the direct IndyCar feeder Indy Lights championship next year after recently sealing the Indy Pro 2000 championship.

Foster, 19, won multiple races in Ginetta Junior, British Formula 4 and BRDC F3 and finished runner-up in last year's Euroformula Open championship. On his US debut campaign this year he confirmed the Indy Pro 2000 title two races early, totalling seven wins – including one of the

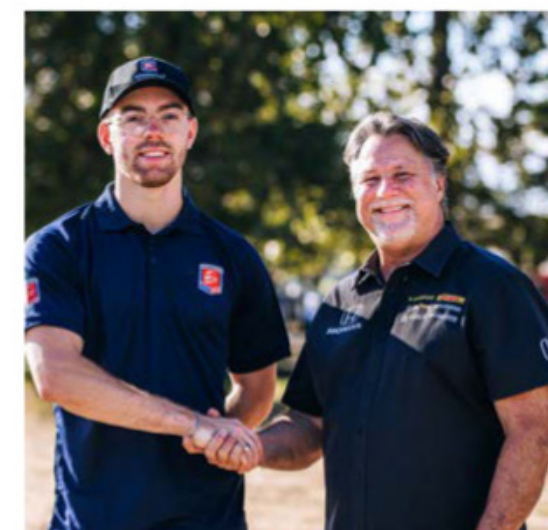
two oval races – from 18 rounds. He now proceeds to the final rung before IndyCar on the Road to Indy ladder.

IndyCar frontrunner Andretti Autosport led 2022's Indy Lights teams' standings heading into last weekend's season finale, and claimed the championship in 2019 and '18.

Indy Lights' drivers' champion gets a scholarship worth over \$1 million that guarantees three IndyCar races the following year including the Indianapolis 500.

Foster said: "As a driver, you always want to be in the best teams and that's certainly the case here. Even growing up in the UK, the name Andretti is one you come to learn very quickly in motorsport and that's testament to what the likes of Mario and Michael achieved in their own racing careers.

"Not only that, but the Andretti family's commitment to bringing on and helping young talent means this was the first choice for me in 2023."



Foster is making next Indy step

RALLY NEWS



Photos: Red Bull, Hyundai, mcklein-imagedatabase.com

A puncture ruined Jon Armstrong's ambitions

JWRC TITLE DEFEAT WON'T PUT ARMSTRONG OFF WRC2 MOVE

Northern Irishman misses out on Junior crown after puncture delay in Greece

By Graham Lister

Jon Armstrong isn't giving up on a step up to WRC2 for 2023, despite missing out on the four-event prize drive he would have received had he claimed the Junior WRC title on the Acropolis Rally last weekend.

Northern Irishman Armstrong, 27, lost out to Robert Virves in a four-way championship showdown after a puncture left him to second in class. He eventually finished 17.5 seconds behind his Estonian rival and runner-up in the standings by 15 points following the double-points finale.

But while it was title heartache two years running for Armstrong, his co-driver Brian Hoy was



Title winner Virves (right)

crowned JWRC champion co-driver because Virves changed partners during the season.

"It's been a really good year, we put in a lot of effort, me and Brian, everyone around us, our sponsors and also the fundraiser we done

[in Ireland] before this rally to get here," Armstrong said at the finish in Lamia on Sunday. "We've been focused on doing a really good job and putting in as much effort as we can.

"I feel like we done a really good rally, but just had a bit of bad luck with the puncture, having to stop and change. If we didn't have that it would have been a lot closer. Obviously, it might have been more of a straight race and we would have been going a bit faster and taken more risks but we had really good pace on most of the stages. I feel like we deserved the title more than last year because last year I had a mistake but this year we did a good event but just didn't have the luck."

Armstrong, who has made no secret of his funding struggles, isn't giving up on a WRC2 move but fears he might be priced out of the market.

"We'll have to put some work in behind the scenes to get another programme in place," he said. "I don't know if I would do the Juniors again but then of course WRC2 is expensive and I need a lot of backing to be able to put a programme together. I know I can do good results and I'm getting more consistent and faster and learning more and more on every rally. For sure it will be really interesting to move up and but let's see what we can do."

Irishman William Creighton finished fifth in the final JWRC standings.

BRITON INGRAM ESCAPES INJURY IN HUGE CRASH

Chris Ingram's WRC2 Junior season could be over after his huge crash on the Acropolis Rally.

Ingram started the event top of the young-driver classification but his exit on stage eight left his Toksport Skoda Fabia badly damaged and his limited budget further depleted.

And following the accident, Ingram revealed he had been momentarily trapped in his car after it plunged down a steep drop. The stage was momentarily halted to allow rescue crews to help the Briton and his co-driver Craig Drew, who was uninjured.

"I got caught out on this deceptive corner and we rolled far down a ravine," Ingram said. "I hurt my hand trapped in the car afterwards when it was on fire, but luckily we managed to save the

car and put out the fire.

"I want to apologise to my partners, team and Craig for my mistake and thank everyone for their support. I'm gutted but I'll be back soon, stronger than ever. It's been an awesome season and as my team said I've been long due a crash."

Ingram was second in WRC2 initially before holding fifth for two stages until a bizarre moment on SS5 dropped him back.

"I hit a parked car on the outside of a corner and lost almost four minutes with the damage and puncture it caused," he said.

"Anything can happen in this crazy game."

Ingram's non-finish and a class win for his team-mate Emil Lindholm means it's the Finn who tops WRC2 Junior by 16 points.



Ingram struggled after heavy shunt



Tanak was angry with the team in Greece

TANAK CRITICAL OF HYUNDAI'S "WRONG" ACROPOLIS CALL

Ott Tanak said Hyundai's decision not to allow him to swap positions with Thierry Neuville was "wrong" after it left Kalle Rovanpera needing to outscore him by eight points on Rally New Zealand next month in order to take the World title.

Rovanpera struggled for form running first on the road on day one and then damaged the rear of his Toyota Yaris on stage nine swiping a tree, ending up 15th and with only four Powerstage points to show for his efforts.

It had been expected Neuville would be told to allow his team-mate through given Tanak's

greater title chances, but the order was given to hold station – and all-but guarantee a first Hyundai 1-2-3 in the WRC – after Sunday's first stage, which infuriated Tanak.

"If you want to win a championship, it is a wrong decision," he said after the penultimate stage. "If you want to make good PR, then it's OK. I want to fight for the championship. It's a shame we had the problem with the hybrid on Friday and other issues the next day, and we couldn't fight for the victory."

Tanak's Powerstage win means he trails Rovanpera by 53 points.

LOEB 'MOTIVATED' FOR MORE M-SPORT WRC ACTION

Sebastien Loeb has ruled out a full World championship bid in 2023 but says his experience of driving M-Sport's Ford Puma Rally 1 is 'motivating' him to return for another limited campaign with the British squad next year.

Loeb was making his fourth appearance for M-Sport on the Acropolis Rally and was leading by 19 seconds – having won four stages – when alternator failure put him out after leg two's opener.

The nine-time World champion has led on all four outings for the Cumbria firm since he made his shock return to the WRC for 2022.

But with Rally Japan from November 10-13 the only possibility of another appearance by the Frenchman this season due to his World Rally-Raid Championship commitments, Loeb admitted in Greece that his focus is on next year rather than this.

"Maybe [I will come back] for some rallies but I don't have a clear proposition," said the 48-year-old. "For sure I enjoy WRC and I have fun, so why not do some rallies but I don't plan a full season.

"I like the car since the first test and that motivates me to do some rallies because I feel good in it."

Of his Acropolis exit, Loeb said: "I think the bearing of the alternator broke. It's frustrating because we were in a good rhythm. But I was leading every rally I did after coming back from after two years and I think that's not bad."

Speaking at the end of leg one, when Pierre-Louis Loubet completed an M-Sport 1-2 behind Loeb, team boss Richard Millener said: "Loeb's an incredible guy. We've been through some tough weeks, but we all knew what we were capable of – [we] know how good the team and the car and the drivers are."



Alternator problem ruined Acropolis Rally for Sebastien Loeb

RALLY NEWS

Photos: Jakob Ebrey, Ben Lawrence

TOUR OF THE SPERRINS IS AXED

The Northern Ireland Forest Rally Challenge has been trimmed to just three events as the final round was cancelled due to the cost of repairing the roads.

Magherafelt and District Motor Club had been due to run the Tour of the Sperrins Rally on October 22.

Clerk of the course Ian Regan said: "We could not find anyone that would give us a guesstimate and we have been hearing horrible reports of what other clubs have had to pair to regrade roads.

"We have had varying figures quoted, anything from £800-£900 a mile to £1500-a-mile, and that is not sustainable.

"If we had gone ahead with the rally, it would have put the club's lights out," he added.

This weekend's Bushwhacker Rally will likely be the final round of the championship.



Iconic cars will be part of the event

STARS SET TO GATHER FOR CASTLE COMBE RALLYDAY

Host of title winners will headline the special event in Wiltshire

By Paul Lawrence

Three British Rally title winners will head the line-up at Saturday's Castle Combe Rallyday.

Triple champion Matt Edwards, 2004 champion David Higgins and

1996 title winner Gwyndaf Evans will all be on hand as the Wiltshire race tracks celebrates the story of rallying. Sadly, Evans will not be bringing his historic-specification Ford Escort Mk2 as it was damaged in an accident on the recent Rali Ceredigion.

Edwards, who took a hat-trick of titles in 2018, '19 and '21 is due to drive the Toyota Celica GT4 of Nicky Grist, the 1993 World Rally champion co-driver. Fans will have the chance to meet the stars as autograph sessions make a welcome return to the popular

event. A full schedule of star guest interviews will run on the interview stage and give fans the opportunity to hear the guests talking about their rallying experiences.

There will be on-track action for most of the day, with the key attraction starting at lunch time

when the pair of Legends Stages run. One stage will centre on the pitlane, assembly area and Camp Corner while the second Legends Stage will run from the pitlane down to Quarry and out through the Esses.

● See our full preview, page 30



Reaction to recent Rali Ceredigion BRC round has been strong

MOTORSPORT UK CHAIRMAN BACKS RALI CEREDIGION FOR ERC

Motorsport UK boss Hugh Chambers hopes Rali Ceredigion can feature on the European Rally Championship calendar in future, an ambition shared by the organising team.

The first closed-road stage rally in Wales in 2019 returned this year after a three-year hiatus as a two-day rally and a round of the British and Asphalt Rally Championships.

WRC winner Hayden Paddon said: "It's one of the best rallies of its kind anywhere in the world."

Chambers told Motorsport News: "I think it's a brilliant event. It has a really fresh approach – the close collaboration with the councils and local communities is an exemplar of how that works.

Chambers continued: "I

think it was also a very lean operation and was paving the way for the future in terms of sustainability credentials. We all hope it will get into the ERC. We're really supportive of it and it'll be great if it can grow into a bigger event."

Asked if the organising team was interested in joining the ERC, event chairman Phil Pugh said: "I'd definitely say we wouldn't be rushing it, but

if the opportunity came we'd probably look at it very seriously. We know what's coming in the next 12 months with hardship for everybody, and that's maybe another factor where we've got to temper our ambition a bit. Because that is the reality of 2022 and the here and now: people are going to have hard times now, so we have to be very mindful of that."

PAYNE WOULD DO TWO RALLIES IN ONE DAY AGAIN

Elliot Payne says he would repeat his feat of starting two rallies on the same day should the situation again present itself.

The 19-year-old entered both the Woodpecker Rally and Rali Ceredigion driving his dad Charlie's Ford Fiesta Rally2 on the gravel and his own car on asphalt. The easy option was to just contest the Woodpecker, as he had a real chance of winning the BTRDA title, but Payne wanted to gain experience from the BRC-counting Rali Ceredigion.

Straight after finishing third on the Woodpecker, Payne



The Woodpecker was part one of Payne's attack

and co-driver Patrick Walsh drove to Aberystwyth and made it in time to complete four stages that evening, albeit running down the field, and finish the rally seventh overall.

Payne said: "Without a doubt I'd do it again. It's one of those things you've got to

get on and do, it's the only way you're going to move forward with anything. At least next year if they do put Ceredigion in the BRC calendar again we have notes for it. Just a massive thanks to my dad and the mechanics getting it all sorted and done so that we could pull it off."

LLOYD TARGETS BEST OF THE REST IN JBRC THIS YEAR

Ioan Lloyd has targeted second place in this year's Junior BRC after the title was wrapped up by Eamonn Kelly on Rali Ceredigion.

Lloyd there secured his second podium of the season to take fourth place in the standings, but with fellow Peugeot 208 Rally4 driver Kyle White missing the final two rounds second is a feasible target.

"Congratulations to Eamonn on the championship, he's fully deserving of it," Lloyd told MN. "We're going to try for the runner-up spot because that would be brilliant. It's only our first year and we never really had any goal.

"I'd say my confidence is definitely back after the Jim Clark accident, so I'm feeling really good in the car," he added. "It's just



Lloyd will be aiming for a strong sign-off to the 2022 season

progressing on from that and it's thanks to the 2300 Club John Easson Award which has helped me massively this season."

MN would like to correct last week's Rali Ceredigion report. Lloyd finished third in JBRC, not Johnnie Mulholland.

RALLY NEWS

McNULTY READY TO PUSH UP THE PACE FOR SUCCESS

Multiple Irish champion feels he has more to give in Polo R5

By Martin Walsh

Irishman Tim McNulty is ready to ramp up the speed in his recently acquired ex-Aaron MacHale VW Polo GTi R5.

On his debut in the right-hand-drive machine he finished seventh in the Galway Summer Rally but dropped time when he stalled twice on the startline of one stage.

He explained: "I had a few issues with the pop-off valve and the launch control but overall I was very pleased, it's an amazing car. The plan is to close the gap to the lads at the top. I was under no pressure in Galway and I was just being careful with the car."

The Irish Tarmac and National double champion in 2011 campaigned a Ford Fiesta R5 Mk2 on his return to rallying in February on the Galway International Rally before going on to concentrate on the National Championship.

"I had issues with understeer in the Fiesta," he said. "I didn't really know what the Polo would do, even though I was told, so I was cautious. I know exactly where I can improve and I want to bring up my speed over the next few rallies. The Fiesta is still a very good car but I think the Polo suits me better."

Seventh in Mayo and Galway remains his best finish of the season but the Donegal Harvest Rally in early October offers the opportunity for improvement. "That will be it for the year. I'll go to Galway next February and I will definitely contest the National championship in 2023," he added.



Photos: Kevin Money, Martin Walsh, Ben Lawrence

McNulty is ready to gun for victories



Croft will make return

RALLYING GOES BACK TO CROFT

After a two-year sabbatical, rallying will return to the Croft race circuit in November this year.

It has taken a big effort from the Northallerton and Darlington clubs, aided by local competitor Kevin Proctor, to turn around the decision to end rallying at Croft.

The Winter Stages Rally will run on Sunday, November 27, and the clubs are now urging competitors, marshals and spectators to support the rally in order for it to become a permanent fixture once more at the North Yorkshire venue.

In a statement, the organisers said: "It was decided that a joint venture to preserve single-venue rallying in the North East was worth fighting for. Both clubs feel strongly about this."

"However, to make this event viable we need the backing of our competitors and spectators alike. Unfortunately, the cost of hiring the circuit, together with other connected costs, have risen significantly since the last events at Croft circuit. Therefore, the entry fee will rise in line with increased running costs for the event."

It is hoped to attract a capacity entry of 90 cars along with a big crowd to make the event work.

The statement added that the news 18 months ago that there would be no more rallying at Croft was devastating.



Nik Elsmore is just cherry-picking the rally events he wants to contest

ELSMORE BACK ON THE STAGES

Nik Elsmore had only his sixth rally in a decade when he finished 13th on the Woodpecker Rally.

Now 45 years old, the Forest of Dean driver now only rallies occasionally in his Mitsubishi Lancer E9

but was once a frontrunner in UK forest rallying.

The Woodpecker was only his second rally of the year after retiring from the Nicky Grist with a damaged radiator after two stages.

With Rob Fagg co-driving, Elsmore had a good run on one of his favourite events. "We're just doing a few good rallies that we like," said Elsmore, son of former British Leyland works driver Graham.

ROAD RALLY ROUND-UP

TURNER ON TOP AT WEETON DESPITE PICKING UP ONE OF THE MANY PENALTIES ON TARGA RALLY

A wrong-test penalty failed to stop Owen Turner and Gary Evans taking the win on the 061 Targa Rally at Weeton Barracks.

The fact that competitors were adjudged to have taken a wrong test even if they only passed the wrong side of a cone, meant that virtually every crew finished the day with at least one such penalty.

The opening tests suggested that the battle for the win would be between Turner/Evans and the Puma of Ethan Davies and Nick Bloxham. The latter pair led by one second after two of the event's 12 tests but then, on Test 3, the Puma came to halt with electrical problems.

Replacing a fuse got them going

again but they took a test maximum. By Test 6 they were back to second place but then the replacement fuse blew, as did any others that were tried. They retired.

Turner/Evans were left in a commanding lead until they were given a wrong test on Test 9. However, they were secure in

their position as other challengers suffered the same fate. They finished three minutes ahead of the field.

Aaron Parker and Molly Livermore might have taken the win, but two wrong tests demoted them to seventh. Notably, Richard Henman/Jason Simms finished the day without a

single test fault, the only crew to do so and they were sixth.

Ian Mills

Results

061 Targa Rally

Organiser: Stockport 061 Motor Club
When: September 3 **Where:** Weeton Army Barracks **Championships:** BTRDA, ANWCC & SD34 **Tests:** 12 (45 test miles) **Starters:** 45.
1 Owen Turner/Gary Evans (MG ZR) 114m05s;
2 Mark Slatcher/Jack Slatcher (BMW 318Ti)

+3m05s; 3 John Gornall/Wendy Gornall (Peugeot 206 GTi); 4 Jamie Jones/Dafydd Owens (Ford Escort); 5 John Livermore/Paul Mount (Chrysler Avenger); 6 Richard Henman/Jason Simms (Peugeot 106); 7 Aaron Parker/Molly Livermore (Subaru Impreza); 8 Mark Standen/David Aincham (Proton Satria); 9 Bledwyn Thomas/Sam Weller (Ford Escort); 10 Charles Andrews/Christina Lang (Mazda MX-5). **Class winners:** Gareth Price/Emma Woolley (BMW 318Ti Compact); Thomas/Weller.



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BriSCA F1 WORLD FINAL

Photos: Colin Casserley

BRISCA F1 WORLD FINAL: FOXHALL HEATH BY NEIL RANDON

SEPTEMBER 10

SWORDER MAKES HISTORY AS HE FENDS OFF THE REST FOR A DRAMATIC VICTORY



Sworder had to work hard for win



Harris (1) and Wainman (515) battled

There had been plenty of negativity surrounding the BriSCA F1 World Final at Ipswich's Foxhall Stadium on Saturday night, with rain on the day not helping the mindset, but the battle proved to be anything but a washout with fans treated to one of the greatest races in the sport's history.

It had been expected to be a one-man show, with reigning champion Tom Harris, virtually unbeatable on Tarmac this season and starting on the outside of the front row of the 36-car grid, a hot favourite to win his third World Final on the trot.

Added to which, the promotion was subjected to a barrage of disparaging comments leading up to the event regarding the price of tickets, car parking and the fact spectators were not permitted to bring fold-up chairs into the stadium. Chairgate became a huge talking point and there were fears many fans would vote with their feet and not turn up for the most prestigious short-oval event on the stockcar calendar.

But on Saturday night, with expectations low, fans were treated to a classic – and an historic one at that – as Charlie Sworder, commonly known as 'The Wild Child' since his early years in Ministox, becoming the youngest winner of the blue-

riband event in the 68-year history of the sport.

And the 20-year-old, making his debut in the race, had to earn it the hard way.

During practice earlier in the day, the car was slow, lacking grip. "We were struggling with the car, it was absolutely diabolical," said Mick Sworder, Charlie's father who is a BriSCA F2 World champion and BriSCA F1 European champion.

"So we changed it from the set-up we had, to something completely different, thinking we had nothing to lose. The trouble is we didn't know what it was going to be like until it dried out. When it dried out, it worked."

When the race got underway after a complete restart, polesitter Paul Hines took the lead, while Harris went backwards, dropping to fourth behind Frankie Wainman Jr and impressive Dutch youngster Wesley Schaap.

Wainman Jr barged his way past Hines two laps later, allowing Harris and Schaap through, and half a lap later Harris lunged at Wainman Jr allowing 16-year-old Schaap into the lead on lap six.

And this was how the race would develop. With each lap the bumpers would fly and the lead would change – and the chief protagonist was Wainman Jr. Schaap's lead lasted half a lap before Wainman Jr pushed Harris

into the young Dutchman, who clattered the fence into Turn 3 and was out of the race.

Wainman Jr now led and began to create a gap as a dry line developed. Behind him Harris was struggling for grip, and now had Sworder for company who had quietly moved closer to the leaders.

Sworder then pushed Harris aside to chase after Wainman Jr, who was now quarter of a lap ahead.

But as the event approached half distance, with Sworder beginning to close down Wainman Jr, the complexion of the race changed when backmarker Simon Traves blew his engine at the end of the back straight.

Having dumped oil on the track, those following him careered into the fence into Turn 3 – including Wainman Jr.

Before he could recover Sworder was through and into the lead, followed by Harris and Griffin. The race was then red-flagged to clear up the wreckage.

A good restart was crucial for Sworder, who had Harris sitting on his back bumper. "I knew I had to get a good restart," said Sworder. "I thought if I don't I'm trouble. But I got a good start and that was it."

Indeed it was. Harris had no answer to Sworder's pace on a drying track and he surged clear,

and Harris had more concerns behind him, being under constant pressure from Griffin and the recovering Wainman Jr.

Griffin tried to push Harris wide to go second with five laps to go, but in doing so allowed Wainman Jr to squeeze past both to take the spot. Griffin then returned the compliment a lap later, which allowed Harris to regain second place.

As Sworder took the chequered flag, Wainman Jr went for a huge last-bend lunge at Harris, sending both fencewards, but in so doing allowed Griffin and Dutchman Wim Peters to slip through for the final podium positions.

Harris survived to cross the line in fourth place, with Wainman Jr fifth ahead of Michael Scriven in sixth.

"The track just came to me the way we set the car up and it just flew," said Sworder afterwards. "When you can catch Tom up and hit him wide you know you are doing something right."

"It's nice to win it when you're young, because you don't spend the rest of your career focusing on this one race. I don't care if I win it another 100 times – at least I know I have won it once."

Results

1 Charlie Sworder; 2 Bobby Griffin; 3 Wim Peters; 4 Tom Harris; 5 Frankie Wainman Jr; 6 Michael Scriven; 7 Tjalle Griedanus; 8 Catherine Harris; 9 Gert Jan Keljzer; 10 Danny Wainman; 11 Paul Harrison; 12 Bradley Harrison.



John Lund and Mick Haworth come to grief early on



Winner Sworder plays to the sizeable Ipswich crowd

TOM HARRIS



Harris might now look elsewhere

Pre-race favourite Harris takes it on the chin

Having failed in his bid for a third-successive BriSCA F1 World title Tom Harris was gracious in defeat.

"It's a tall order trying to win three in a row but I said before I arrived, it's not going to change my stature in the sport

whether I win or lose," Harris said. "It was a proper stockcar race – it just wasn't my night."

But Harris is now at a turning point in his racing career. Having achieved every accolade in BriSCA F1 his attention is naturally focused

on racing on the other side of the Atlantic in the United States, where he has created more attention in recent years in Sprint Cars and Midget racing and is more well known in racing circles there than he is in the UK. And having just returned

from another successful trip to the States where he came with half a lap of winning his first A-main feature in a non-winged sprint car and won performance awards, the 33-year-old has aspirations to take his US racing a step further.

"I would like to do the whole USAC non-winged Sprint Car tour in the States because it is more feasible to do," he said. "Obviously funding is a massive part of what's going on, but I'd love to go out there and give it a go."

HISTORICS

DOWN THE PUB

HENRI GREHAN

BHRC Woodpecker winner

Age: 35 Lives: Ludlow



Grehan was a local hero...

He won his home round, the Woodpecker

"What a great day! I didn't expect it to be quite the result. I knew what I was up against and there are so many good drivers. So I knew there was a lot to do. But it just went down to the wire and we were level pegging with Matt Edwards going into the last stage. Unfortunately for him, the Fiat was parked up in the last stage in Radnor. We didn't see that because we reverse seeding we were running ahead of him on the road. We had a good clean day. There was a big party on Saturday night after the rally with plenty of beer!"

He was on local stages

"We knocked the front corner of the Escort in Haye Park somewhere. There were a few cuts and I don't know which cut it was. I know the Haye Park stage well. But the problem is, you can almost know it too well. So when the conditions change, you're not ready for it. And that's what it did on the rally. For a few corners it was OK, then the next few were slippery, so it could have gone either way. But pacenotes are pacenotes: anyone could come into these stages and do well."

It was a popular win

"There's been a lot of support and I want to say thank you to everyone for coming and helping out. My family were there watching as well. To be fair, we had a couple of little moments but not much. It was a pretty clean ride."

He leads the BHRC points

"Championship-wise there's a lot to play for. We did our bit by winning on the Woodpecker. Before the rally I couldn't tell how it was going to work out, but it's worked out in my favour. So I'm really happy."

It was a fast rally

"The Radnor stages were insanely quick. We were pulling 113mph and the roads were quite rough in places so that was fast enough. You're hanging on for dear life!"

The title is attainable

"I'm a Shropshire lad born and bred, so to take my first BHRC win in my hometown of Ludlow was amazing. Now we've got the Trackrod in Yorkshire for the next round before the final on the Carlisle Stages in October."

HISTORIC ACE STRETTON DEBUTS A SIERRA RS500

Group A touring car returns to the tracks after long absence

Photos: Paul and Ben Lawrence

By Paul Lawrence

Leading historic racer Martin Stretton has recently raced a Ford Sierra RS500 Cosworth for the first time.

Stretton has owned the car for 20 years without realising it was a former Group A touring car and has now had it rebuilt to period trim for the MRL Historic Touring Car Championship.

Stretton said: "I run a racing school in the winter, principally using Ford Capris and I've done it for many years. About 20 years ago, one of my Capris got bent at Pembrey." A friend told him about a Sierra Cosworth for sale in Pershore so that afternoon Stretton bought what he thought was an ex-rally Group N car for £4500.

"It did have air jacks and one or two odd bits and pieces on. But I didn't think too much of it and



Stretton's car was a teaching machine

we detuned it as much as possible. I took it to Pembrey and had a huge amount of fun. But it was really impossible as a teaching car for reasons which I now realise.

"I had the foresight, for once in

my life, to stick it in the back of the garage where it remained until about three years ago, when I thought it's about time I got this converted to Group A or whatever."

Ex-Andy Rouse engineer Alan

Strachan identified it as a Gp A race car, but not a competitive one. "For once in my life, I've got it right! We've got all the right bits on it now, thanks to Alan, and we're on a steep learning curve," said Stretton.

LOLA BOSS TO RACE MK1 SPORTS-RACER



Till Bechtolsheimer is a regular on the historic racing scene

Till Bechtolsheimer, the new owner of the Lola brand, will soon be racing a car from the early years of the marque.

Bechtolsheimer raced at the Classic at Silverstone last month in three diverse historic cars during a short break from his regular IMSA racing programme in the US.

He raced an Allard, a Talbot and a Chevron B8 in his first UK race meeting of the season. However, in keeping with his

ownership of Lola, he has bought a Lola Mk1 sports-racing car from the early 1960s, which he hopes to bring back to racing.

Bechtolsheimer commented: "It's chassis number two of fibreglass cars, and it was raced in the US in early 1963. Everything was still there, and it's now restored. It's in America at the moment, but I'll probably bring it back to the UK and hope to race it here."

Tordoff Senior goes racing

John Tordoff, father of former British Touring Car Championship racer Sam, says he is enjoying racing in historics.

Now in a Lotus Elan from the Jordan Racing Team, Tordoff sometimes shares the Elan with Sam, but ran solo at the Classic at Silverstone in the 50-minute race. Son of former rally driver Jack, the founder of the JCT 600 garage network, John only started racing in 2019 and missed 2020 due to Covid restrictions.

Tordoff joked: "I'm doing more racing these days, and Sam's spending more time in the office." Their next target is the Spa Six-Hour race when Andrew Jordan will share the driving duties.



Caton got behind the controls of the March

MARCHING BACK TO THE TRACK

After nearly four decades away from the track a March 75S sports-racing car made a successful return at the Classic at Silverstone cars after a 10-year rebuild project with Greg Caton.

The Ford BDG-powered

March from 1975 was raced when new by Fredy Lienhart and then moved into hillclimbing. Caton explained: "It was probably last used in the 1980s and had not run since. I've had it 10 years on I finally got round to

rebuilding it. As it was my car, it was at the back of the queue," he said.

Caton tackled Thundersports at Silverstone and finished second after battling with the Chevron B26 of race winner John Burton.

IN BRIEF

Moseley looks on

An interested spectator at Prescott 10 days ago was former hillclimber and Clubmans racer Dud Moseley, who had not been to a hillclimb for 30 years. Moseley competed with considerable success at Prescott back in the early 1970s in his self-built Motus and then went on to score many successes in Clubmans and Sports 2000. Moseley, 72, stopped racing 15 years ago to support the racing career of his son Stuart.

Anderson stages

Experienced historic road rally competitor Emily Anderson made her stage rally co-driving debut on the Woodpecker Rally alongside Tony Jardine in his Hillman Avenger. Anderson is more used to partnering her father Stuart in an open-top Bentley but took to the new environment well as they finished fourth in class, just one second behind the Ford Escort of Chris Squires.

Elan for Balfe

Leading GT racer Shaun Balfe has added a Lotus Elan to his historic racing programme alongside his Lotus Cortina and now plans to race both historic cars within Masters Historic Racing. The Elan has been freshly rebuilt by Andy Wolfe. Balfe commissioned the car with a notable target of tackling the Spa Six-Hour race in September in 2023. He's also considering entering the Elan in the Pall Mall Cup three-hour race at Silverstone in October.

More Marshall

The Historic Racing Drivers Club has added Gerry Marshall Trophy for Group 1 Touring Cars to the Motor Racing Legends race meeting at Silverstone in October. On the Grand Prix circuit over the weekend of October 22-23 the 1970s touring cars will have a second race after a successful trial race at Snetterton in June.

Neal's BMW

Harry Barton, 20, and three-time British Touring Car champion Matt Neal have teamed up to drive the Barton Racing BMW 1800TISA in the two-part St Mary's Trophy at the Goodwood Revival. Barton said: "It's a privilege to be at Goodwood, and I can think of no better driver to be with than Matt. I just hope I can live up to Matt's standard on Sunday."

Forest Davrian

Charlie Campbell's bid to return his Davrian Mk8 to gravel rallying faltered on the Woodpecker Rally when the car succumbed to gearbox failure. It was the second time in three years that the forest had defeated the car as the same happened on its previous gravel rally, the 2019 R.A.C. Edinburgh-based Campbell no hopes to contest the Historic Rally Festival next month.

Midget man

Bob Seager's plans to rally his venerable MG Midget on the recent Woodpecker Rally were dashed when he was unable to find a co-driver for the 1967 car. He has secured the services of Peter Littlefield for the Trackrod Historic Cup but is on the look-out for someone to partner him in the Midget on a more regular basis.

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MN POLL WITH MOTUL



F1'S MOST-MISSED TRACKS: AN EYE ON THE PAST

We want to know which of the many tracks lost to F1 you miss the most. By **Graham Keilloh**

Photos: Motorsport Images

Since the inception of the Formula 1 World championship in 1950, circuits have been added to and dropped from the schedule regularly. And fan popularity tends not to be a chief consideration for whether a track is retained or not. Instead safety, politics or – most likely – money are the common factors. As if to underline the point, current favourite Spa was mooted for the chop until a fresh deal was announced recently.

With our new Motul-supported poll we want to know which of the circuits lost to F1 you miss the most. We've come up with our shortlist of 10 of the best that are no longer on the calendar, and now it's over to you.

Instructions on how you can vote for your favourite are in the panel next to the article, and the results will be announced in the last September issue of Motorsport News.

THE NOMINEES

1 Clermont-Ferrand

A track only used four times to host the ever-nomadic French Grand Prix might not seem an obvious stand out. But that the Charade circuit at Clermont-Ferrand is nevertheless

remembered so fondly says a lot about it. It was a classic road track, swooping and undulating endlessly with barely a straight over its five miles in beautiful surroundings around two

extinct volcanoes. Much more modern autodromes, particularly Paul Ricard, meant Charade's F1 days were numbered, but a truncated version exists today that captures the spirit of the old place.



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote



2 Montjuic

Imagine the street track of your dreams. Fast, varied and challenging; picturesque too. On all counts more so even than Monaco. That track was Montjuic. Montjuic is a shallow hill to the south

west of Barcelona's centre, and the track held the Spanish Grand Prix four times between 1969 and 1975. It wound and swooped around attractive parkland and elegant architecture of domes and spires, centred by the opulent Palau Nacional.



3 Watkins Glen

Formula 1 has had plenty of false starts in the United States. But modern-day Austin wasn't the first time it's laid down roots with a permanent Stateside track. Between 1961 and 1980 it had the same at Watkins Glen. The road course in upstate New York quickly attracted a large and multi-national crowd and the F1 race's end-of-season slot ensured golden autumnal colours. The layout initially was nothing special, but a new loop added to the track from the 1971 grand prix elevated Watkins Glen's layout into being a firm drivers' favourite: sweeping, undulating and challenging.

4 Nurburgring Nordschleife

Surely no track ever combined the extremes of thrill and peril like the 14-mile Nurburgring Nordschleife, long-time host of the German Grand Prix. "The Green Hell", as Jackie Stewart aptly called it, was a fearsome ribbon winding and undulating through trees and

hedges. Its challenges such as Flugplatz and Karussell entered folklore. It was the scene of plenty of tragedy, but it also was the setting for drives from the Gods, such as Juan Manuel Fangio's other-worldly comeback drive in 1957 and Jackie Stewart's win by four minutes in 1968's rain and fog.



5 Brands Hatch

The track hit the heights as a Formula 1 host, alternating with Silverstone as British Grand Prix venue between 1964 and 1986, as well as hosting a couple of European Grands Prix and regular early-season non-championship Race of Champions events. Brands' F1 races were rarely dull and arguably the best was saved for last with Nigel Mansell's patriotic triumph in 1986. F1 bosses decided to end the British GP alternation and throw their lot in with Silverstone, leaving Brands sadly on the sidelines.



6 Adelaide

Adelaide sought a Formula 1 race to liven its image, and when the fraternity rocked up in 1985 they found a magnificent organisation plus a wonderful layout that for a street circuit was both surprisingly fast and provided plenty of overtaking opportunities. Best of all, there was oodles of local enthusiasm: likely no host city has embraced a grand prix like Adelaide. Add to this, its season-closing slot, with the titles often settled in advance, lent it an inimitable end-of-term atmosphere.

7 Osterreichring (1970-1987)

Its fine Styrian scenery and gradient is familiar from the modern Red Bull Ring location, but its predecessor Osterreichring's 3.7-mile circuit layout was one of near-constant majesty, all fast, long and dazzling turns topped by the celebrated Bosch-Kurve. The track's average speed rivalled old-school Silverstone. It also had a habit of providing unusual grand prix winners: Vittorio Brambilla got his only win here in 1975, then Penske's John Watson in 1976 and Shadow's Alan Jones in 1977 took their teams' only wins. Elio de Angelis claimed his first win – and Lotus's last on Colin Chapman's watch – in 1982.



8 Pescara

The Pescara track made a sole appearance on the Formula 1 calendar in 1957 when other races were lost to the Suez crisis. And a few bare facts sum up how it offered a challenge a world away from that of today.

It has the distinction of being the longest F1 track ever used – its length of just under 16 miles pips the Nordschleife. And it combined a four-mile straight next to the Adriatic sea with a spectacular wind through the Abruzzi mountains, climbing some 185 metres.



9 Hockenheim (1970-2001)

Hockenheim was a slow burner, as it didn't win popularity awards in its early Formula 1 days. Perhaps this is unsurprising given it replaced the Nurburgring Nordschleife, initially as a 1970 one-off then more permanently from 1977. The circuit was characterised by engine-testing long straights through forest, with these full-noise blasts separated by chicanes. The track then concluded with an incongruent stadium section winding between concrete grandstands, the cars often skittish with the required low-downforce settings.



10 Kyalami (1967-1985)

Formula 1's purported World championship schedule hasn't had African presence on it for nearly three decades. Yet the South African Grand Prix was once a fixture, and from 1967 it was held at Kyalami near Johannesburg. The track, though short, was rapid and undulating. Its trademark was a spectacular downhill pitstraight plunge into the testing Crowthorne turn, followed by the fearsome Jukskei Sweep. The short lap times ensured competitive fare and the usually good local weather made it a popular test venue.

WRC REPORT: ACROPOLIS RALLY



Pierre-Louis Loubet was a star performer for the M-Sport squad

Aropolis Rally wears its moniker ‘Rally of the Gods’ with ease. Few other World Rally Championship events have sufficient heritage and character to pull it off, but if the old deities were indeed playing a role in proceedings then clearly they were the ABBA variety: rolling dice with minds as cold as ice.

Historically, when the myths were created by the likes of Erik Carlsson, Roger Clark and Michele Mouton, the Acropolis was a car-breaking plod of epic proportions. In today’s shorter, more frenetic WRC plodding is not an option – it’s a rapid game of chance.

With 2022’s five-time winner Kalle Rovanpera still on the brink of his first title for Toyota despite a summer run of success for Hyundai’s Ott Tanak, and with the maestro Sebastien Loeb returning to give M-Sport some serious clout 10 years after his last Acropolis appearance, the stage was set beautifully.

That stage delivered a timely reminder of just how important the WRC is. In total

60,000 people teemed in the grandstands of the Olympic Stadium in Athens on Thursday evening to watch the first special stage.

This was a Race of Champions-style side-by-side blast. Not perhaps the most pure and unsullied spectacle in rallying, but frankly who cares? The drivers were almost over-awed by the volume of their reception as they entered the arena like gladiators.

“It’s an incredible atmosphere,” said the usually under-whelmed Tanak. “We are doing a big sport but even these things don’t happen too often to us. It was really good fun.”

For the majority of the field, the outcome of this raucous half-mile demonstration mattered little. What did matter was that Toyota’s third car, that of Esapekka Lappi, clouted the concrete wall coming off the jump and put himself on the back foot right away.

“I locked the wheels under braking and then I couldn’t restart the engine. That’s how it is,” he said.

Lappi has been quick enough on occasion, but frailties like this have dogged him all season. He needs to do

RESULTS			
World Rally Championship round 10/13			
Event: Acropolis Rally Greece Where: Lamia When: September 8-11			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 N Rally1	3h34m52s
2	Ott Tanak/Martin Jarveoja	Hyundai i20 N Rally1	+15.0s
3	Dani Sordo/Candido Carrera	Hyundai i20 N Rally1	+1m49.7s
4	Pierre-Louis Loubet/Vincent Landais	Ford Puma Rally1	+3m42.2s
5	Craig Breen/Paul Nagle	Ford Puma Rally1	+4m09.0s
6	Takamoto Katsuta/Aron Johnston	Toyota Yaris Rally1	+6m21.1s
7	Emil Lindstrom/Reeta Hamalainen	Skoda Fabia Rally2 evo	+7m46.6s
8	Nikolay Gryazin/Konstantin Aleksandrov	Skoda Fabia Rally2 evo	+8m22.7s
9	Alexandros Tsouloftas/Ross Whittock	Volkswagen Polo GTI R5	+10m52.8s
10	Eyvind Brynildsen/Roger Eilersen	Skoda Fabia Rally2 evo	+10m56.7s

WRC2 Open and WRC2 Junior: Lindholm/Hamalainen. **WRC2 Masters:** Armin Kremer/Timo Gottschalk (Skoda Fabia Rally2 evo). **WRC3 Junior:** Roberts Virves/Julia Thulin (Ford Fiesta Rally3). **WRC3 Open:** Diego Dominguez Jr/Rogelio Penate (Ford Fiesta Rally3). **Championship positions (after 10/13 rounds):** 1 Kalle Rovanpera 207; 2 Tanak 154; 3 Neuville 131; 4 Elfyn Evans 116; 5 Katsuta 100; 6 Breen 77; 7 Esapekka Lappi 58; 8 Sordo 49; 9 Gus Greensmith 36; 10 Sebastien Loeb 35.



Belgian was all smiles with win

better and he knows it, which is creating a self-perpetuating problem as he seeks to get on top of things.

After the showbiz of Thursday evening, it was back to the Acropolis proper on Friday – seven stages of which only one, Loutraki, was repeated. This was the worst case scenario for the first man on the road, Rovanpera, who would be cleaning the most remorseless gravel stages on the WRC. The odds of him repeating those brilliant victories from first on the road in Portugal and Kenya were negligible.

As expected, it was the drivers further back who profited from the road order, and this provided M-Sport’s best opportunity to shine for some time. Predictably, even after a decade, it was Loeb who led the charge and won the first three stages of the day to take a six-second lead over the Hyundai of Thierry Neuville.

Less predictable was the presence of Pierre-Louis Loubet in third place, the former Hyundai junior now driving the fourth of M-Sport’s five Ford Pumas.

Loubet was just 0.8s slower than Loeb through the first stage of the day, 2.6s faster than team leader Craig Breen. He then continued to pull away from the

beleaguered Irishman and took the fight to veterans Loeb and Neuville on what looked like very equal terms.

Breen’s nightmare season continued on the next stage, when he fell foul of a burst Pirelli, dropping two minutes. Given the nature of the terrain and the habitual frailty of the control tyres it may not have been the end of the world, but it was still a hammer blow on an event where the Pumas looked sublime.

On the next stage it was Loeb who hit trouble. A spin cost him 10s, while



Sordo helped the Hyundai 1-2-3

Neuville got away with a wild slide without damage, handing the stage win and overall rally lead to Loubet. It required a brilliant push on from Loeb on the final stage of the day to reclaim the lead.

While the M-Sport Fords shone, it was a torrid weekend for the hitherto all-conquering Toyotas.

Championship leader Rovanpera had been complaining about lack of grip from shakedown onwards, sentiments echoed by his British team-mate Elfyn Evans.

Both men were seemingly at a loss with the handling of their Yarises, with Rovanpera running wide and rearranging his rear aero and suspension on Friday morning.

With Takamoto Katsuta’s fourth car in all sorts of bother on his Acropolis debut, redemption beckoned for Lappi as the team’s highest-placed contender.

After his shaky start on the opening stage, the Finn was in a pitched battle with the Fords and Hyundais for the podium throughout Friday and Saturday, while Evans drifted some way off the pace.

Also off the pace was Tanak. A non-functioning hybrid on Friday was followed up by misbehaving differentials

Photos: Hyundai, Toyota Gazoo Racing, M-Sport, Red Bull Content Pool



Old master Sebastien Loeb was pushing hard in the early stages until an alternator belt failure stopped him



Road order meant
Rovanpera struggled

on Saturday, but the rate of attrition kept him fighting onward, hoping to capitalise on Rovanpera’s decidedly off-key weekend in Greece.

Saturday offered the first repeat stages but they were brutal and Loeb’s Puma was the first car to fail, extending his lead after Saturday’s first stage but then coasting to a halt with a broken alternator. He would not bother restarting, as M-Sport needs to conserve parts and energy for the long haul to New Zealand.

Loubet then plunged down the order after a punctured Pirelli waylaid him on SS9. This put Neuville and Tanak into first and second ahead of Lappi with the third Hyundai of Spanish veteran Dani Sordo soaring up the order through the morning’s drama.

“Luckily the other guys retired, otherwise we are 10th!,” Sordo chuckled. Despite being unhappy with understeer, however, it had all the makings of another exemplary weekend for the sport’s greatest team player.

Speaking of team players, almost as soon as the Hyundais sat 1-2 on Saturday afternoon there were sections of the Twitterati baying for the team to order

Neuville aside to bolster Tanak’s slender hopes in the drivers’ championship.

Such calls betray an inexcusable lack of understanding about Hyundai in its ninth-consecutive WRC season. If one of its drivers should ever lift the drivers’ championship then the South Koreans will undoubtedly celebrate with them, but it is irrelevant to the overall aims of the programme.

‘We win and lose as a team’ is the mantra and only the constructors’ crown counts. Tanak’s ill-judged tirade about the team’s management structure after the previous round in Ypres also undoubtedly had influence.

His declaration that deputy team principal Julien Moncet isn’t up to the job prompted an extraordinary statement from Hyundai as a brand. It was the Estonian’s Meghan Markle moment and it will not soon be forgotten.

When Lappi was forced out on SS12 with fuel feed issues and Gus Greensmith, once again M-Sport’s banker, lost his engine, the Hyundais looked ready to score the brand’s first ever 1-2-3 result. Their only challenger, Evans, went out on Sunday morning with a blown

turbo but even so the order remained in formation.

“If you want to fight for a [drivers’] championship then it was wrong and if you want good PR it was the right decision,” Tanak glowered.

“It’s a shame we couldn’t [catch Neuville] in a fair fight. All Friday we were carrying around the hybrid for nothing and yesterday we had other issues... we were not close enough.”

Meanwhile the driver who, as they say in America, got the trophy and kissed the girl, was Neuville.

It was his first win since Spain last year and came as a relief after being forced out of the lead of his home event last month, ceding primacy in the title race to Tanak. As ever, the Belgian’s post-event comments were aimed squarely at Seoul.

“I think the most important [thing] is that we have 1-2-3 for the team,” he said. “After all those years finally we got it and it’s a historical moment for the brand, for the team.”

No doubt Hyundai’s gods were well pleased by the tribute. It seemed a fitting way to put this Acropolis into the history books.

LINDHOLM LEADS HOME A DRAMATIC WRC2 FIGHT

Toksport’s fleet of Skodas had mixed fortunes and delivered a lot of work for the team’s mechanics but they were able to celebrate a dominant WRC2 victory for the Finnish crew of Emil Lindholm and Reeta Hamalainen on the Acropolis.

The weekend started dramatically on Thursday’s shakedown when Eivind Brynildsen, standing in for the injured Marco Bulacia, rearranged his Fabia to such an extent that the team had to chuck the shell away and build the car back up again.

Defending champion Andreas Mikkelsen arrived at his seventh and final appearance of the season needing to win if he was going to keep the pressure on his title rivals until the end of the year. Two blown engines in Portugal and Sardinia made the Greek outing his last throw of the dice.

Sadly for the Norwegian his hopes were dashed within a few yards. In front of the delirious 60,000-strong crowd, he launched over superspecial the jump with such

vigour that he shot straight into the concrete barriers, tearing off the left-front wheel.

Mikkelsen was forced to retire and restart with a maximum penalty, which meant that even though he won 11 of the 16 stages, he could only finish in seventh place.

Instead it was the sister car of Lindholm that seized the lead on Friday morning after the Hyundai of Teemu Suninen went out, and he kept the lead to the end, heading home team-mate Nikolay Gryazin.

Yohan Rossel held third until the closing Powerstage, when he rolled and promoted Cypriot Alexandros Tsouloftas, co-driven by Chris Ingram’s former partner Ross Whittock.

Ingram’s rally ended dramatically when his Toksport Skoda flew off the road and down a mountainside, a friendly tree intervening to stop their terrifying plunge.

“The car was very strong,” Ingram said. “The scary part was being trapped inside when it set fire.”



WRC2 ace Lindholm hustled his way well inside the top 10

VIRVES COLLECTS JWRC WIN

A new name was added to the list of FIA champions for 2022, including Formula 2 titlist Felipe Drugovich and European Hill Climb winner Christian Merli, when Estonian Robert Virves claimed the WRC3 title with a resounding win in the one-make M-Sport Fiesta class.

Virves became the first contender to seal one of the blue-riband international rally titles this year and the first Estonian to claim the Junior WRC. Four drivers arrived in Greece with hopes of taking the crown but two – Finland’s defending JWRC champion Sami Pajari and fellow countryman Lauri Joona – went out early.

This left Virves and last year’s

championship runner up, Ulsterman Jon Armstrong, to do battle for the crown. A puncture cost Armstrong more than a minute and although he fought back valiantly – claiming 19.6 seconds on Sunday morning’s first stage – there was too much pace to contend with.

The podium was completed by MN’s National Rally Driver of the Year, William Creighton, who profited from the attrition among the pacesetters and battled off the attentions of Kenyan youngster Mcrae Kimathi.

For Virves, the joy of claiming the title and four fully-funded WRC2 drives with M-Sport in 2023 was unique. “My goal is to be champion in the top class one day,” he said.



Irishman Creighton completed the Junior WRC podium

BRITISH GT REPORT: BRANDS HATCH

IN BRIEF

Sims stuns

Alexander Sims' return to British GT, in Century's GT3 BMW M4, could hardly have been more impressive. Alongside an equally stellar Henry Dawes, the Ginetta GT4 Supercup graduate making his debut, the pair qualified seventh then finished a close third, even after adding five seconds to their pitstop for being an all-new driver pairing. Sims will be back for more at Donington Park with a new partner Darren Leung.

Dropping like flies

The Brands Hatch event was attritional before even the race had begun. RAM's John Ferguson/Ulysse de Pauw Mercedes withdrew on Saturday after a practice incident with Ed McDermott in Motus One's new Mercedes. A heroic effort got Motus One's car out for the race, only for it to retire early with an unrelated problem. Tom Rawlings/Chris Salkeld's Century GT4 BMW also didn't race after a qualifying off then stopping early in the warm up.

Hopkins happy

The Team Parker Racing GT4 Porsche salvaged a strong result despite having a dread mid-race success penalty. Jamie Orton held off a train of cars in second for most of the first stint, then after the elongated pitstop Seb Hopkins climbed to third place. "It was brilliant," Hopkins told Motorsport News, "Jamie went from fourth up to second and managed to hold his place. I came out seventh and overtook a few cars then reeled in the [Team Brit] McLaren."

Burns' wrong turn

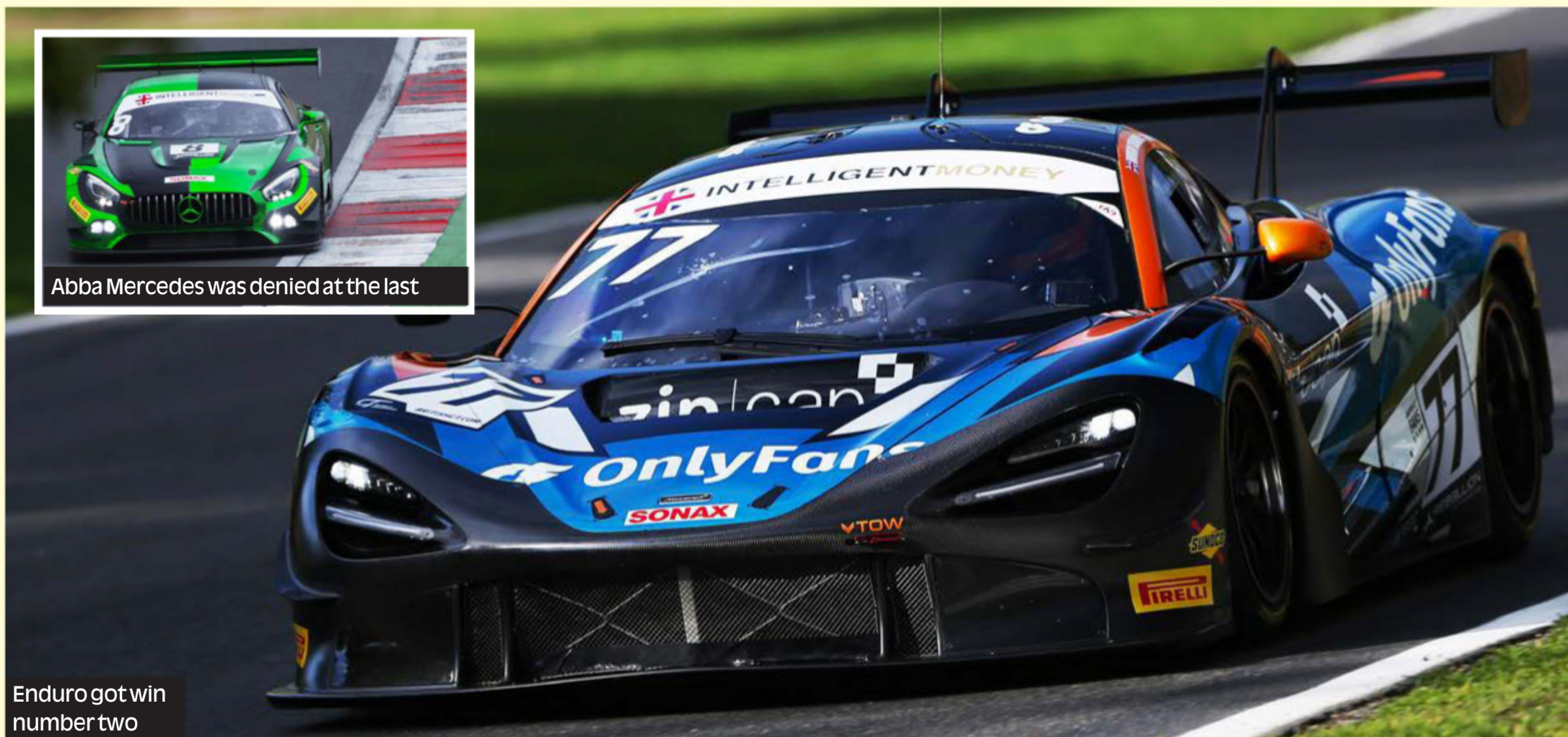
Reigning champion Will Burns' GT4 Century BMW got a drivethrough penalty early in the race, and for a bizarre reason. On his way to the dummy grid he had, against instructions, mistakenly completed a full lap including the GP loop rather than taking the Indy circuit shortcut. "We got told in the briefing so there's no fight in it really," his co-driver Jack Brown told MN.

Fox gets trophies

It was a bittersweet meeting for Fox McLaren duo Nick Halstead and Jamie Stanley. Their on-the-road Spa win was confirmed as official, but they only just got out for Brands' qualifying after a turbo problem, then were an innocent victim of the Ian Loggie/Adam Balon race clash in front of Halstead. Still they at last got awarded their Spa trophies and celebrated with them on Brands' podium.



Fox squad got to celebrate



Abba Mercedes was denied at the last

Enduro got win number two

ENDURO PROFITS FROM ABBA'S SAD SONG

Late Team Abba Mercedes heartbreak gives Enduro McLaren victory as the title fights remain alive heading into the Donington finale, by **Graham Keilloh**

No-one ever said motorsport was fair. But even so we never are entirely prepared for the gut punch when motorsport deals out its cruelty. At Brands Hatch's British GT round we had a galling demonstration.

The Team Abba Mercedes shared by Richard and Sam Neary looked all set to hold on for victory, only its second ever, after a tenacious performance. But technical failure stopped it with just two minutes of the race's two hours left. Morgan Tilbrook and Marcus Clutton's chasing Enduro McLaren swept by for victory.

Prior to that, victory destination instead seemed a matter determined by safety cars. Three interventions in the race's first hour kept the pack bunched and were bad news for those with additional success penalty time to serve at their half-distance pitstop, as it condemned them to lose several places.

This was acute for the 2 Seas Mercedes, for which James Cottingham led the race impressively in the opening hour. He had a 15-second success penalty coming at his pitstop and the repeated cautions made building a gap impossible. The Enduro McLaren and Abba Mercedes – Richard Neary having aggressively made places in the opening corners – were following him closely, and jumped into first and second at the stops as neither had a success penalty.

And therein Abba jumped ahead of Enduro thanks to a fine stop just three

tenths above the minimum time; it left Abba's new leader Sam Neary and Enduro's second-placed Clutton to fight for victory. Clutton stuck to Neary's tail but there didn't seem a way by. That was until two minutes to go.

The Mercedes dramatically slowed on the pitstraight due to a fuel pump failure and Clutton breezed into first place. It was Enduro's second win of 2022, and it now has an unlikely title chance for the final round next month at Donington Park.

Clutton told Motorsport News: "I didn't see that coming, I'd almost settled for second. I didn't have an answer for him, and Sam drove a sterling job and so did Richard. But motorsport's cruel and today it was kind to us."

"We had good pace, probably could have had better pace had we been in front of Sam but you suffer with aero when you're chasing. It's great for the team, we've had two wins this season, we have the ingredients we just need to make the cake."

Sam Neary told MN: "To lead the race

for 50-odd minute to have it fall away in the last two minutes, it's tough. It's probably one of the best races I've ever done. The car's been on fire all weekend, the pitstop was mint. I feel more bad for the team."

Ian Loggie could have wrapped up the title at Brands, though for various reasons it was a long shot, even if clarity was provided by Fox McLaren's appeal of the preceding Spa result being resolved the day before the race (*see national news, p6*).

And Loggie indeed did not wrap up the title at Brands. He wasn't helped by his success penalty, nor by tapping Adam Balon's Barwell Lamborghini into a spin, and spinning himself as a consequence, trying an optimistic move. The Barwell car then put in an astonishing comeback drive to finish a close second behind Clutton, Balon's partner Sandy Mitchell getting bigger in Clutton's mirrors at the last. The Barwell duo also is now closest to Loggie at the table top. Loggie's RAM Mercedes eventually finished sixth.

So the title fight rolls on to Donington's

finale. Four crews have a chance, but Loggie was quick to point out that his points lead remains sizeable, two of the three within range of him will have to serve success penalties at Donington while he will not, plus the mesmeric Jules Gounon should return by then to partner him. Brands didn't change that Loggie holds most of the aces.

Brands' GT4 race similarly turned with the first-half safety car periods and the resultant impact on the order from bunched cars having varying pitstop times. And added in this case, in GT4 Pro-Am crews have a pit time 26s shorter than their Silver Cup rivals. Indeed, perhaps GT4's title destination tilted with this.

The trio battling for the championship were barely separated entering Brands: just two points covered Matt Topham/Darren Turner's Newbridge Aston Martin, Josh Miller/Jamie Day's R Racing Aston and Richard Williams/Sennan Fielding's Steller Audi.

At Brands the Silver Cup Steller Audi dominated from pole. But Williams,

"Racing is cruel and today it was kind"

Marcus Clutton



Topham and Turner benefited from safety cars to build points lead

Photos: Jakob Ebrey, Porsche

GB3 CHAMPIONSHIP REPORT

BROWNING RECLAIMS TITLE LEAD AS SUPPORTING CAST TAKE WINS

Luke Browning reclaimed the GB3 championship lead from Joel Granfors after a fruitful penultimate meeting of the season at Brands Hatch.

Browning entered the weekend 11.5 points shy of Fortec's Granfors, having lost his lead at the preceding Silverstone round wherein the Hitech GP cars were sent to the back of the grid for a technical infringement. However Browning finished ahead of Granfors in the first two Brands races, then Granfors didn't score in the reversed-grid finale, meaning Browning heads to next month's Donington Park season closer with a 15.5-point advantage.

The title protagonist pair in qualifying though had to give best to Elite's Tom Lebbon and JHR's Matthew Rees, who topped the times. Lebbon wasn't able to assume his race-one pole slot thanks to a grid penalty for setting a fastest sector time under yellow at Silverstone.

Rees converted his inherited pole to

his first-ever GB3 win, building a two-second lead on lap one that set him up for victory while Browning and Granfors scrapped behind. The scrap went in Browning's favour and he then closed on Rees, but the reigning British Formula 4 champion held firm while Granfors finished third, 7.8s shy.

Rees told Motorsport News: "It took me a long time [to win], longer than I really wanted. I was very confused [at my early lead], but it was a welcome surprise."

Lebbon was able to start from pole in race two, and just like Rees dominated from the front to win. Browning vaulted Granfors with a bold opening-corners move around the outside of Paddock and Druids. Both then got past second-placed Rees, but Rees got third back from Granfors later on lap one after the latter ran wide.

They finished in that order with Browning and Rees in close proximity to winner Lebbon, Granfors again

falling back somewhat. And with the result Browning nosed ahead of Granfors in the standings.

Lebbon told MN: "There was definitely a bit of pressure at the back of my mind from Luke, but I also thought Granfors is the person he needs to beat so he's not going to do anything stupid. "Something's just clicked recently with me, the team and everyone elsewhere and it seems to be working well."

Matters took another turn against Granfors in the reversed-grid finale, as shortly after the race was restarted –after a large Hawthorns crash for Douglas Motorsport's Max Esterson and Carlin's Callum Voisin – he sustained front wing damage. The wing deteriorated and he eventually ran wide at Paddock then pitted, resulting in a no score. Browning meanwhile finished ninth and picked up 14 marks.

The race was won by Chris Dittmann

Racing's Branden Oxley, who led all of the race's second part after Douglas poleman Marcos Flack clearly jumped the first get-go.

Browning told MN: "Pace in the car was clearly really good; two out of three fastest laps. I feel sorry for Joel, I don't wish that bad luck on anyone. It gives me a little bit more of a points lead going into the final round but it's still all to play for."

Granfors told MN: "We started pretty good with the actual race 31 start at the beginning. At the restart I had an even better launch, then I went round the outside of [Tommy] Smith in Turn 1, but then I don't know if he moved out or snapped or something and he just cut across my front wing. It was a very small touch so it was very unfortunate it broke.

"I don't have anything to lose anymore, so I'm going to get my head down for Donington."

Graham Keilloh



Browning got ahead of Granfors

RACE WINNERS

■ **GB3 championship**
Race 1: Matthew Rees (JHR)
Race 2: Tom Lebbon (Elite Motorsport)
Race 3: Branden Oxley (Chris Dittmann Racing)



Steller Audi set Brands GT4 pace

leading stint one, just like Cottingham could not build a gap amid the repeated safety car interventions. And come pitstop time its Newbridge title rival, which until then had not been much of a factor, as a Pro-Am pair vaulted straight into first place, and a 20s lead, with its shorter stop.

The rapid Fielding in the second hour trimmed the gap down to five seconds, but Turner was first home.

Turner had the grace afterwards to acknowledge that the safety cars could scarcely have been better for his car.

"For us, a fantastic result and just what we needed," he told MN, "but in reality that first hour played completely into our hands with the three safety cars. If there'd been one safety car in the second hour I'm sure the result would have been totally different. The general pace of the Audi, and generally the people around us, I knew they were coming [closing]."

Williams rued to MN: "We've done a perfect weekend and still finished second. Hats off to the team, we needed that just to bring some confidence back. We can still get it done at Donington; bit of a tailwind and we'll be there."

The R Racing Aston had a mammoth 20s success penalty, after winning at Spa, and they performed a fine task in damage limitation at Brands by finishing fourth. It's ceded points ground before the Donington decider but, unlike its two rivals, it won't have success penalties to serve there. It'll need some luck at Donington, but Brands showed that in British GT there's plenty of luck – good and ill – to be doled out.

SUPPORT RACES

Harry Foster (Team Parker Racing) was unstoppable in the triple-header Porsche Sprint Challenge, winning all three races to assert himself with more wins than anyone and to leave Kent as the championship leader.

Steve Roberts (Redline Racing) chased him hardest, but never quite found that last few tenths to challenge, while Sunday's races featured a fierce fight between Team Parker Racing team-mates Matt Armstrong and erstwhile championship leader Charles Clark.

Harley Haughton (Elite Motorsport) took Ginetta GT5 honours in Saturday's opener, before his runner-up team-mate Will Jenkins won race two. Sunday's closer produced a great lead scrap between Haughton and Jenkins. Then, within the last five minutes, Haughton was quicker out of Sheene Curve and dived to the inside at Stirling's but, as Jenkins turned in, contact was made. Jenkins pirouetted into the gravel, the red flag was shown and Haughton got a 20-second penalty. That allowed Mikey Doble's Xentek-entered car to win.

The bigger Ginettas, in the GT Academy, were also lively, with Tom Holland and Marc Warren the men to

beat. The two Raceway Motorsport drivers shared the wins, with Holland winning the opener and leading the bulk of race two until a brave dive by Warren on the inside at Druids translated to the lead at Graham Hill Bend.

Warren triumphed in race three from Holland and Walker while honours in the Rookie class fell to newcomer John McGuinness after the TT legend guided his W2R car to 15th place overall. Warren's win secured the championship with races at Donington still to come.

GB4 pacesetter Nikolas Taylor (Fortec Motorsports) threw away a race-one win when he slithered off, handing victory to Tom Mills (Kevin Mills Racing). Honours were reversed on Sunday as Taylor bounced back for a commanding win and Mills had to pit at the end of the opening tour for a tyre change after contact with team-mate Jarrod Waberski exiting Druids. Jack Sherwood (Elite Motorsports) was the race-three hero, starting fourth and leading by Hawthorns after a brave round-the-outside pass on Chloe Grant (Graham Brunton Racing), while Taylor hustled up to second from eighth on the grid.

David Addison



Foster hit Brands treble top

RESULTS

British GT Championship 2022
Round 8: Brands Hatch, GT3

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Morgan Tillbrook/Marcus Clutton	Enduro Motorsport/McLaren 720S	Pro-Am	2h00m18.906s
2	Adam Balon/Sandy Mitchell	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+1.275s
3	Henry Dawes/Alexander Sims	Century Motorsport/BMW M4	Pro-Am	+13.820s
4	James Cottingham/Lewis Williamson	2 Seas Motorsport/Mercedes-AMG	Pro-Am	+14.965s
5	Mia Flewitt/Euan Hankey	7TSIX/McLaren 720S	Pro-Am	+23.504s
6	Ian Loggie/Callum Macleod	RAM Racing/Mercedes-AMG	Pro-Am	+33.346s
7	Nick Jones/Scott Malvern	Team Parker Racing/Porsche 911	Pro-Am	+33.958s
8	Simon Watts/James Kell	Team Rocket RJN/McLaren 720S	Silver-Am	+1m09.639s
9	Richard Neary/Sam Neary	Team Abba Racing/Mercedes-AMG GT3	Silver-Am	-2 laps
10	Nick Halstead/Jamie Stanley	Fox Motorsport/McLaren 720S	Pro-Am	-3 laps

11 Andrew Howard/Chris Froggatt (Sky Tempesta Racing/Mercedes-AMG) -11 laps; 12 Kelvin Fletcher/Martin Plowman (Paddock Motorsport/McLaren 720S) -15 laps; 13 Alex Malykhin/James Dorlin (Redline Racing/Lamborghini Huracan) -22 laps; R Stewart Proctor/Lewis Proctor (Greystone GT/McLaren 720S) 12 laps.

Round 8: Brands Hatch, GT4

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Matt Topham/Darren Turner	Newbridge Motorsport/Aston Martin Vantage	Pro-Am	2h00h40.466s
2	Richard Williams/Sennan Fielding	Steller Motorsport/Audi R8	Silver Cup	+5.284
3	Jamie Orton/Seb Hopkins	Team Parker Racing/Porsche 718 Cayman	Silver Cup	+30.938s
4	Jamie Day/Josh Miller	R Racing/Aston Martin Vantage	Silver Cup	+34.215s
5	Aaron Morgan/Bobby Trundley	Team BRIT/McLaren 570S	Pro-Am	+45.987s
6	Tom Edgar/Jordan Collard	Toyota GAZOO Racing UK/Toyota GR Supra	Silver Cup	+52.837s
7	Freddie Tomlinson/Joe Wheeler	Assetto Motorsport/Ginetta G56	Silver Cup	+1m04.558s
8	Darren Leung/Charlie Robertson	Assetto Motorsport/Ginetta G56	Pro-Am	-1 lap
9	Will Burns/Jack Brown	Century Motorsport/BMW M4	Silver Cup	-1 lap
10	Marco Signoretti/Matt Cowley	Academy Motorsport/Ford Mustang	Silver Cup	-11 laps

Ret Moh Ritson/Adam Hatfield (Paddock Motorsport/McLaren 570S) 28 laps; Ret Mark Radcliffe/Benji Hetherington (Valluga Racing/Porsche 718 Cayman) 12 laps; R Ed McDermott/Michael Broadhurst (Motus One Racing/Mercedes-AMG) 7 laps.

DRIVER STANDINGS

BRITISH GT: GT3

POS.	DRIVER	POINTS
1	Ian Loggie	135
2	Adam Balon/Sandy Mitchell	110.5
3	James Cottingham/Lewis Williamson	102
4	Morgan Tillbrook/Marcus Clutton	101
5	Alex Malykhin/James Dorlin	82
6	Nick Halstead	72
7	Callum Macleod	69.5
8	Jamie Stanley	69
9	Michael Igoe/Phil Keen	68
10	Jules Gounon	65.5

11 John Ferguson 54.5; 12 Ulyse De Pauw 52; 13 Shaun Balle/Adam Carroll 49; 14 Mia Flewitt/Euan Hankey 43; 15 Martin Plowman 36; 16 Richard Neary/Sam Neary 31; 17 Mark Sansom/Will Tregurtha 30.5; 18 James Kell 29; 19 Henry Dawes 22.5; 20 Stewart Proctor/Lewis Proctor 21; 21 Graham Davidson; 22 Simon Watts 19; 23 Nick Jones/Scott Malvern 17; 24 Kelvin Fletcher 15; 25 Andrew Howard 12; 26 Betty Chen/Angus Fender 6; 27 Rob Bell 3; 28 Jamie Caroline 2.5.



Loggie retains strong points position despite tricky Brands

BRITISH GT: GT4

POS.	DRIVER	POINTS
1	Matt Topham/Darren Turner	154
2	Richard Williams/Sennan Fielding	141.5
3	Josh Miller/Jamie Day	133.5
4	Jack Brown/Will Burns	101
5	Matt Cowley/Marco Signoretti	99.5
6	Seb Hopkins/Jamie Orton	98.5
7	Tom Edgar	89.5
8	Ross Wyllie	76
9	Jordan Collard	73.5
10	Matthew Graham	53

11 Aaron Morgan/Bobby Trundley 51; 12 Chris Salkeld/Tom Rawlings 28; 13 Benji Hetherington 24.5; 14 Ashley Marshall/Moh Ritson 21; 15 Jack Mitchell 16; 16 Joe Wheeler/Freddie Tomlinson 13.5; 17 Lucky Kherra 1.5.



GT4's Topham and Turner stretched out lead for finale

FEATURE

JOE OSBORNE: MASTER OF THE McLAREN AND THE MICROPHONE

The GT ace doesn't hold back on track, when coaching or commenting – or when answering readers' questions – as **Graham Keilloh** discovers



Osborne is loving life with McLaren

In GT racing it is hard to miss Joe Osborne. For the last decade and more he has been a consistent frontrunning presence in GT3 and GT4 competition, in a variety of machines and in a variety of series at home and abroad.

Osborne is a multiple British GT race winner and a European GT4 champion, and has been a McLaren factory driver for the last five years. That's a multifaceted role in and out of the car, as we discover from him kindly taking the time to answer Motorsport News readers' questions.

We find out too that Osborne is a rare case of someone who has built a successful motorsport career without having a family racing background to call upon. This is even though Osborne had the peculiar coincidence of attending the same school as another couple of noteworthy modern British motorsport figures.

Osborne is currently chasing the GT Open title in a McLaren 720S GT3 racing alongside Nick Moss at Optimum Motorsport, and these days he also is increasingly well known as a British GT co-commentator. It's a role in which he is as forthright as he is as a driver.

Fortunately for us too he's equally forthright in answering our questions...

Question: Ask Joe about his school days and whether he knew fellow Sharnbrook pupils Olly Gavin and Nick Tandy. Also, what did he think of his games teacher, my cousin Lisa, who taught him in PE classes...

Matt James

Via email

Joe Osborne: "Yes correct, I would have called her Mrs Rattu, but she was as scary as Matt luckily so I never misbehaved in any of my PE lessons that's for sure. I think her husband's now the headmaster, so weird small world."

"And Olly Gavin and Nick Tandy, I don't remember either of them at school, I think we all missed each other by about a year. It's quite a bizarre coincidence that you've got Olly Gavin, Corvette factory driver all those years, Nick at Porsche, myself at McLaren. It's a good state school but it's nothing crazy. I guess the only thing it's in motorsport valley, Bedford way, but we didn't have any karting lessons or anything different. You could maybe say that the roads to Sharnbrook were good as you could hone your skills in on the country roads but apart from that I can't see

any other logic unfortunately."

MN: Have any of you ever bumped into each other in a paddock?

JO: "Yeah with Nick I've met him a few times and his late brother [Joe] actually used to work at Bedford Autodrome so PalmerSport, I used to know him, and then Nick I raced a bit against in British GT. Nick actually fired me off in a British GT Snetterton race while I was in the lead and he was in second, and he actually gave me the place back as we came over the start-finish straight, it would be 2012 ish. My respect for Nick was always high but was even higher after that."

"And Olly Gavin actually lives in the village next to me so we see bits of each other, and we did Spa 24 hours together once in a Barwell Lamborghini with Jon Minshaw and Phil Keen. And Olly actually gave me a fair bit of advice when I was moving from karting to car racing as well, so he was super and it's a small world, whenever I get a builder or a plumber or anything around and they ask what I do they always go ah you must know Nick Tandy or Olly Gavin. So the three of us are all trying to do the same job from the same area basically."

MN: So when did your own motorsport interest begin?

JO: "Mine was maybe different to the norm, as in it always feels like the normal racing driver way in is their family are involved in it and I didn't have any family involvement whatsoever in motorsport. It was really just love of speed, I skied from a young age as soon as I could walk and then I would come back to the UK and obviously have no snow or anywhere to go skiing so my dad threw me in a go kart when I was about five years old, just like an arrive-and-drive thing down near my grandparents. Unfortunately for him that was only place in the country that would let someone so young drive and it was two-and-a-half hours from where we lived so every Saturday I would get my dad to drive me five hours to go and drive go karts for 30 minutes."

"But then after a few years of that luckily Daytona Milton Keynes opened up which is only about 10 minutes away and started a junior championship and I did that and won that. And because we had no motorsport in the family me and my dad had equally as much idea as each other so we just asked a lot of advice and we were told we now need to go and buy our own go kart. And I remember turning up with this Comer Cadet at Whilton Mill in the back of my dad's estate car and us knowing we needed to lubricate the chain but putting WD-40 on it and everybody laughing at us."

Photos: Jakob Ebrey, International GT Open, Motorsport Images



Osborne fights at front in GT Open

“Luckily the karting community back then was really friendly and took us under their wing and took us all the way through. So that was when I was eight or nine years old and finished karting when I was 14, Junior TKM, won the national championship.

“I was just very fortunate at so many stages of my career, one being that they had picked the best 10 karters from that year to have a head-to-head race, with the best one winning a BMW scholarship entry into the Formula BMW UK championship that used to run on the touring car package. And I got into that and it was at Daytona Milton Keynes so it was a track I knew well and ended up winning. And that got me in front of BMW and I ended up winning the Formula BMW scholarship and raced in that in 2005 and I was terrible.

“I was 15 years old, I was decent in a kart but in a car I just had no idea, no feeling. Didn’t really have onboard video to review back then, the data was pretty crude, I didn’t have a driver coach. When I look back on it, there were so many

obvious things that I would have done differently. That’s where it hurt not having a motorsport family.

“I was good in the wet though and I think that was the only time I ever got a rookie class win. The rest of the time I was either crashing or pretty low down the grid. Then we had a bit of a financial crash so I lost the sponsorship that I did have. I remember watching Motors TV and just watching these sportscars smash the shit out of each other, and thought ‘that looks more like what I remember of karting’! I found out it was called Ginettas. The car was a G20, and the car that I had just watched barrel roll at Oulton Park was actually Lawrence Tomlinson, the Ginetta owner.

“So we researched who had just won the championship, it was a guy called Stewart Linn, gave him a call and he said ‘I’m actually stopping racing and working for Ginetta but my brother-in-law is setting up a race team’. I thought ‘perfect’ and that team turned out to be Optimum Motorsport run by Shaun Goff and Ron Linn at the time, and that got me into Ginetta racing.

“That was a lot of fun, I had a few race wins but didn’t win the championship. Then Ginetta launched a GT4 car so we did the first-ever British GT4 race and won that at Oulton Park and then the next year did European GT4 and won the championship with the Ginetta. That was a brilliant year and we had lots of support from Ginetta and Richard Dean. It was a bit of a crazy year, I think we ended up racing with three different teams and I had four different team-mates or something, so it was tough but I won the title.

“And then I thought Richard Dean, the MD of Ginetta, was going to offer me a

continued on page 22



Osborne has fruitful relationship with Am partner Nick Moss and the pair are fighting for GT Open's title

“I always say it was pure luck I became a Pro driver”

Joe Osborne

FEATURE

deal to work with them, and at the last round he announced he was leaving and setting up United Autosports. So it wasn't quite where I saw it going but that gave me an opportunity to get into GT3 with United Autosports, racing with them in the Audi back then.

"And really from then that's where I got very lucky where I was still bringing budget at that point to a point where I'd got enough speed to show what I could do and Steve Tandy then offered me a drive in a Trackspeed Porsche in British GT and I had to bring some budget but there was a kickback that if we got on the podium or the race win I got a bit of a bonus. And luckily that year we had two race wins so it felt like that was my first free drive.

"And then the next year was my first paid deal and I was quite fortunate, it felt like I had another chance to race with Steve Tandy or Lee Mowle was interested, and I've never really said this out loud but I always got the feeling that both of them knew that they would like to drive with me. So Lee was quite forward and just offered me money to drive and I was like 'shit me I've never been offered to pay' so I just said yes there and then. And it didn't leave Steve in the lurch because he actually then became team-mates in the sister car and it all worked out quite nicely.

"It's probably the thing I get asked the most by junior guys is 'how do you become professional?' And unfortunately I always say it's just f**king pure luck because if I look back at it, if I hadn't have had that lucky period of getting into GT3 with United Autosports followed by a couple of race wins and then almost an option of drives I'm not sure when I ever would have gone professional. You just guess you just have to stick your neck out on the line and just say I want to be paid and hope they say yes.

"But that was a pivotal point of my career and going professional having longevity to the whole fun journey of it, and then just meandered through from there. I raced quite a few years with Lee Mowle in the [BMW] Z4s, had a fair amount of success but never really felt like we got the most out of that package, just always felt like we had bad luck which was annoying so it was always unfinished business there. And then went bizarrely back to Optimum with Flick Haigh in the Audi, did stuff with Barwell in the Lamborghini and the Aston Martin V12 Vantage.

"And then the next lucky punt I had was I had an offer from Tolman Motorsport and David Pattison to race in British GT but stepping back down to the GT4 car. And I always sound like a bit of a cocky know it all anyway but this one's the worst one. I was doing quite a lot of work for McLaren at the time as a driver coach, corporate events and this sort of stuff. And I just had a feeling that McLaren



Osborne wins with Steve Tandy and gets some cash

were not particularly happy with their deal with CRS at the time who were running McLaren GT and that they were looking at taking it back in house, and I just felt like if I got in a McLaren and was racing it if that did happen and they were looking at either more factory drivers or just to change up the ethos of their driver line-up then I would be in better stance to get that.

"And it paid off pretty quickly, after nine months I was offered a McLaren factory deal on the back of that and luckily Tolman ran a great car and David Pattison was fast and we had some race wins so that really helped and that really got me in the door at McLaren and I've not looked back from there.

"I've been with McLaren for five years as a factory driver and done a bit of racing all around the world and help develop the 720 GT3 and now the Artura GT4 and I've loved every single second of it. And I get to work with some great guys and girls all around on various stuff and it's definitely made me mature. When I was my own one-man band I could get away with a lot of shit and just say what I wanted and do what I wanted and now I know I represent a company as prestigious as McLaren I needed to sort my shit out and get things on a better even keel and I feel like I've done that.

"I've never forgotten that I love it.

That's probably my main fear in life, you see a lot people get complacent with how good they've got it and take it all for granted and luckily at 33 years of age I'm still young enough and stupid enough to remember how it feels and I hope that won't change."

Question: What does the job of being a McLaren factory driver involve? What's a typical day or week or month in the life?

Alex Smith
Via email

JO: "It's a bit cliché [but] no day's the same. What's most typical is we do a lot of work at Dunsfold Aerodrome, the Top Gear test track, once, twice a week on average, and that's really just to make sure either the 720 or 570 and now the Artura are operating how we want them.

"So a lot of it's just what we call mileage accumulation, so I'll get in the car at 0900hrs, the guys will throw me a sandwich through the window and then I'll carry on until 1700hrs and we're basically just getting the mileage up on all the components of the car to see if anything fails and if it does fail what we need to improve on it.

"But then it is really random with some stuff like at the start of the year I was in the US for two weeks introducing the recently announced McLaren Solus, a

£2.2 million track-only car that we're making 25 of, and I was meeting and greeting all of our US customers and [I was] a bit more of a product expert in that role.

"That's what I love about McLaren is that we're so small you get involved in quite a lot of different roles outside of the norm of being a racing driver. So there I've got to speak to super-high-worth-net individuals and not look like a complete and utter idiot, which takes a huge amount of effort as you could appreciate but I love doing stuff like that.

"And then we do a lot of corporate events as well, you sit in the car and coaching people around various circuits and stuff like that and then obviously there's the racing side which is in my opinion the most important part of my job. That's the bit I enjoy the most and I've been lucky recently to have some very good team-mates, at the moment Nick Moss in GT Open we're battling for the championship and we've had some good times over the years.

"That's definitely what I like about it, I genuinely can't think I've ever had an alarm set at the same point of any day ever in five years with McLaren and that definitely keeps it fresh and exciting."

MN: How is it decided which drives you end up doing with McLaren?

JO: "McLaren are really good with it. If

there's any long-term history between drivers then that's an obvious choice of why someone gets chosen. And then really it's down to personality so at the time when I was paired up with Nick Moss I was told he's a pretty blunt and to-the-point character and you'll get on well with him Joe. And obviously availability of programmes.

"Covid's changed it a bit for us in terms of we were doing quite a lot out in the far east in China and we haven't been back since Covid started unfortunately but I think once that gets back going again we'll be a huge amount busier with the amount of Artura GT4s that we're going to sell by the looks of it."

Question: What is Nick Moss like to work with?
James Squires
Via email

JO: "Wicked, I have to say. He is my boss and effectively my employer so I appreciate my answer's always going to sound a bit PR, but genuinely he's one of the best if not the best Am I've ever worked with in so many ways. In terms of his desire to learn, he's absolutely ruthless and that's quite a common trait with Ams because they've got that personality from when they are in business. To be a successful businessman I would imagine you need to be pretty ruthless, on it, working all the angles etc etc to make money more than your competitors. And you see that so much in his racing.

"If I was trying to actually think of a negative, he probably is a bit too emotional but that's exactly like me. When I'm watching his onboard I see him punching the shit out the steering wheel when he's made a mistake and lost a tenth and it's not huge negative because it never seems to affect his next corner, but I just think mate you can't enjoy if you're that upset about losing a tenth. And he'll just go: 'it's just not acceptable, you just told me not to do that, I've just f**king done it again'. And I'm like, well you're not wrong but I don't

"I've never forgotten I love what I do; some take it for granted"

Joe Osborne



Formula BMW was a tough time



After single-seaters didn't work out, Osborne tried Ginettas



think you need to get that upset.

“But I think that’s why genuinely over three years we got on so well because when I make a mistake I react exactly the same so I think he sees that, realises that we both want it so much, it’s not just a hobby for him and it’s definitely not just a hobby for me either. So that’s where we probably gelled the most that we’re just pretty self-centred focused men.”

MN: And as you touched upon it’s going well on track last year and this year in GT Open?

JO: “Definitely and, it’s hard not to sound like I’m not taking all the credit, but when I started working with Nick he was your typical Am and, I’m plucking a figure out of my head here so he might disagree with it, but I would say he was 3.5 seconds off me which is fairly typical for anybody that’s starting off their journey especially. So it wasn’t a disaster but he was by no means rapid.

“And now when we go testing, like at the Red Bull Ring, relatively short lap granted, he is absolutely on it and loves the track and he’ll get within five or six tenths of me now. That’s the closest I’ve seen an Am, it’s absolutely amazing what he does and his commitment to how much testing we do and the money he’s willing to put into the budget to do it properly, that’s one of the main reasons why we’re in the championship mix because he’s just doing everything absolutely perfectly. So it’s been a lot of fun and I wouldn’t change anything about it.”

Question: Who is your favourite Am that you’ve worked with?

Chris Hamilton

Via email

MN: I appreciate it might be like choosing between your children.

JO: “Yeah it’s a good way of phrasing it. At the moment I’ve only got one child so he’s my favourite and my least favourite in equal measure. As you say sometimes Ams are like that as well. And yeah it is almost impossible to choose.

“If I had to be honest and I had a gun to

my head I would have to say Nick Moss, just purely on I’ve raced with him for the longest out of any of them, and he’s managed to get to the quickest pace out of all of them. And that’s pretty rude to the others, to Steve Tandy, Mark Patterson, Lee Mowle, Flick Haigh, David Pattison, I’ve been really fortunate where there isn’t one Am that I either can’t pick up the phone to today or I wouldn’t race with them tomorrow. So it’s a slightly hard question because it’s quite loaded but I do have an answer at least, I’m trying not to be a politician and just boring whitewash shit that no-one’s actually interested in.”

Question: Is being a manufacturer-backed GT driver a double-edged sword as the current McLaren isn’t looking the best GT3 car so does that affect the public’s perception of the driver?

David Addison

Via email

JO: “It’s a very fair comment and obviously you live and die by your sword that you are working with and at the moment that’s McLaren for me. I get what he’s saying and unfortunately it probably just adds as more of a frustration of we know internally what our car is good at and its weaknesses and unfortunately sometimes those weaknesses are an external influence. In GT3 racing BoP [Balance of Performance] is the biggest one, and without us opening up the BoP can of worms sometimes we haven’t had the best BoP and sometimes that reflects negatively.

“But I don’t know always if we can expect the best BoP when we’re sometimes one of the smaller manufacturers in the championship and the championship is gathering data on us over the years and we’re one of the newest cars still.

“And it’s a competitive world out there in GT3 racing so if any element isn’t optimised you’re not going to be winning and that’s what I love about it. And that’s what we’re still working on at McLaren is to make sure that we optimise all

those little bits to make sure that we are winning more often and [like] we feel like we deserve.”

Question: Will there be a McLaren 720S GT3 Evo next year?

roonglen59

Via Instagram

JO: “Like most GT3 cars after three years they can do an Evo. We’re definitely looking at it and we know what we would like to change and we’ve already started developing and testing some of those parts so it’s definitely on the cards.

“I’m not quite sure when we’re going to release it. GT3 is a brave new world in terms of going to Le Mans in 2024 so that’s also a consideration around the Evo update. But we know the car’s got plenty of performance and by that I mean we’re still only running mid-500 horsepower when the car can easily run 720.

“But [we’ve got] feedback from customers on some stuff that we want to improve and we’ve got to remember as McLaren, it was the first car that we built in house, and the 650 won a lot of stuff but wasn’t particularly popular with the amount of cars being run out there and I feel like we’ve addressed that a lot lot better from the get go with the 720. But there’s things that you naturally learn and the game changes in three years so there’s definitely an Evo on the cards.”

Question: If you could do any job in a race team apart from being a driver what would it be?

Alexander Cameron

Via email

JO: “For a very short period of time I had Team Osborne Racing which ran a Ginetta G50 in British GT4. It was only a year and it was a lot of hard work and it wasn’t a long-term plan for the team to take off, it was really a stopgap to make sure I had a drive in British GT that year.

“So I’ve been a team owner, yes it was very small. Because it was so small I was also the truckie, the engineer, the team manager, the data guy. I basically had two



Osborne had BMW Z4 success with Lee Mowle but could’ve had more

mechanics, I definitely don’t trust myself to do anything important mechanically wise, but the rest of it I’ve done and bizarrely most drivers when they stop driving they seem to go more the team manager route, but the engineering part of it really interests me.

“I’ve been lucky to work with some really strong engineers over the years and pick up little bits of them and how they work. And I feel like I’ve got part of the skillset where I could do some race engineering, not saying at a super-high level but especially at an Am level where it’s more about making them feel comfortable in the car and feeling what they’re talking about. So that’s what I’d like to do but I’m probably too thick unfortunately to do it after my racing finishes.”

MN: That engineering side of things, is it something you try to use at the moment to help with the engineers or do they prefer to keep it for themselves?

JO: “Engineers are probably a weirder breed than the drivers. You’ve got a few types of engineers who don’t want to hear what you want changed, they just want to hear what you think the car is doing, which I get. And then you get the other engineers that are quite happy to listen to what you physically want to change on the car and that’s how I prefer to work.

“I guess my logic is I’m always in a McLaren so I do have a good catalogue of knowledge of Change A does this, Change B does that. Obviously it’s not always the same but physics-wise normally does dictate that a change will have the same outcome.

FEATURE



Osborne put this McLaren on British GT Donington 2020 pole



It is hard to choose between Ams but Osborne rates current long-time partner Moss as his favourite

“But it’s difficult with engineers because it’s their role at the end of the day to make the car fast and you’re just the driver, but I’ve definitely seen first-hand how much more efficient it is if you have a good working relationship with your engineer and so much so I’ve tried to keep my same race engineer over different customer teams. Rob Courtneidge now I’ve worked with for over eight years and met him on a track day in a Radical and he’s been with Nick Moss and I since the start and we’ve had a lot of success.

“So I do try and build a bit of a team around me because I know my personality is quite grating at times so if I can have the same guys around me, be it engineers, mechanics, data guys, truckies, it just makes the whole working experience a lot easier for everyone involved. And that’s sometimes overlooked in motorsport that there’s a lot of staff and personnel changes in a team and you just lose that fluidity of it and it hurts when you’re trying to get consistent so it’s definitely an important factor.”

Question: Have you ever coached someone who you literally gave up with? Have you had someone terrible who was beyond redemption?

Emma Swanson

Via email

JO: “It’s surprisingly not that uncommon and I think you can either drive or you can’t and it’s a pretty 50-50 split as well. And you know that straight away on the first lap but then I was told by one of the old hands of the game when I first started you can tell by the handshake, so if the handshake is weak you know you’re in for a bad ride basically, and it’s very rarely that has been wrong.

“And yeah I’ve had some truly awful drivers and even in recent years just literally have to come into the pits and just say ‘either you’re not f**king listening to me or you’re this bad we just need to stop, so which one is it?’ And you have to remember one they’re a customer, which is quite hard to

remember, but secondly they’re not driving badly on purpose, they are trying their best, but they’re just not getting it. And as a coach it then really falls to you to fall back on all your knowledge and everything in your armoury to work out why aren’t they listening? Do I need to talk louder? Do I need to keep it more simple? Do I need to point to things? Whatever it might be, it is your job to make it happen.

“I’ve never thrown someone out the car on one experience but they’ve got three lives and if they’re still bad after the third one then I would kindly suggest that they get out my f**king car and they maybe find a different coach. I’ve had some interesting ones, even Brendan Iribe, now a GT3 racer with McLaren, I sat next to him on one of his first-ever days on track at Circuit of the Americas and he was terrible, awful, just no fear.

“I’ve never met anyone [else] to this day with no fear. He had another coach in the morning who couldn’t deal with him so I got thrown in with him. I had to fight fire with fire. So when he would brake I would say ‘why are you braking so early?’, and try and to scare him into listening to me rather than him being like the horse being reined back and trying to break free. I had to second guess how brave he was and that was quite scary going down the back straight in a P1 McLaren road car at 190mph and I’m screaming at him ‘don’t you dare brake otherwise I’ll you call you a f**king pussy’ or something, trying not to die.

“So there’s lots of things that go on when you’re coaching and I genuinely do feel like you need to make sure you’re doing everything you can. And the person is there to improve at the end of the day. It’s all about motorsport and the more people we get in through the door the more people we can have racing and the better motorsport is. So yeah it’s difficult.

“Definitely the most awkward one was actually I got my dad for his birthday one year an experience at Oulton Park and I coached him and he was f**king awful, just didn’t listen to me at all and I just had



'Joe Airborne' gets it wrong in early Formula BMW days

to shout at him ‘dad we’re going to crash, so if you can lift that would be great’. So it runs in the family being ignorant as well obviously.”

MN: Do you find everyone’s different or are there things in coaching you can apply to pretty much anyone?

JO: “You have to be careful that you match the personalities in that regard as well. The people who are a little more timid want to feel the car, they want to feel what is possible, how much grip there is and what it can do. So with those guys you have to be a little bit more gentle and let them go with it and that’s more how I’d coach a Ginetta Junior for example is they are learning a huge amount and you don’t want to shock and scare them, you want to just let them start the journey.

“And then likewise you’ve got somebody who’s naturally quite fast and you don’t want to hold them back, you want to push them on straight away and make sure that they are learning at a nice sufficient rate. So if I was suggesting to a new coach how they’d do it you’ve just got to use that first lap with a new guy, what they’re like and then really adjust from there. You can’t really have a hard-and-fast set of rules on how to coach.”

Question: How easy was it to commentate? Your commentary from the onboard lap at Spa was the stuff of legend!

“In comms box I say what I see, even with McLarens”

Joe Osborne

Alan Moore
Via email
JO: “The onboard thing [at Spa’s 2016 British GT round in his AmD Tuning.com BMW Z4 GT3] was first. And it was a really cool idea actually that British GT had, and I was lucky in regard I was like the third or the fourth guy to do it that season so I got to see what others had done.

“It was to talk around the lap but I’ve got a super-short attention span and after hearing someone going ‘I brake at the 100 board and I’m going down two gears and I make sure I hit the apex and let the car run wide’, no offence to those guys but it’s like no shit, I know what you’re going to do round the corner, you’re going to try and go as fast as you can. So I thought I’m going to literally just speak what is in my mind.

“And it was sprung upon me, I think I only had 20 minutes before the session to have a think about it. And I was just lucky that it was quite funny. It’s something I was asked to do again and I actually said I’m not doing it again because it just won’t be as natural and as good.

“I ended up doing it during a race at Snetterton in a GT4 car but unfortunately I was on pole and it was particularly boring. I’ll be up for doing it again in the race just as a slightly different dynamic. I know touring cars do it but only under safety car but I’d actually be happy to talk rubbish under green flag conditions, so

maybe [I can do] something in the future on that.

“But then the more standard commentary has been really interesting and that was all down to Tom Hornsby at British GT. They were obviously super short of someone and were scraping the barrel, and my name must have been just floating at the bottom of that barrel, and got asked to do it and it was really difficult to start with. I hadn’t really appreciated the skillset involved in it, so I thought I could just go in and be fine and I was a bit of a mess in my first one, and I was just missing stuff and not doing it right. So I’ve now learnt my way of doing it and luckily my job role is as the driver expert, I don’t really have to explain much, I just have to say what you are seeing.

“So that’s simply what I do, I just look at the TV monitor even when I’m at the track and see what the viewer is seeing and try and expand on anything from there and if it snowballs into a bit of interesting trivia or whatever it might be then great. But really my role is to keep it simple and engage the viewer. I’ve worked next to some top commentators, they have to do the hard work in terms of know all the facts and figures all of that sort of intricate stuff, my job is literally just paint by numbers, monkey-see monkey-do and that’s really my skillset luckily. I’ve thoroughly enjoyed it and it’s something I want to do more of in the future that’s for sure, I’ve loved it.”



Osborne's live onboard Spa lap commentary became legendary

MN: How do you find giving your opinion on other drivers or teams? Do you ever worry that you’ll upset someone and they’ll come and have a word with you about something you said in the commentary or anything like that?

JO: “Yeah it’s a very fair comment and basically what I’ve done from the start is I say what I see. I genuinely do not have any bias on it, so if they’re my best mates or someone I really respect or even if they’re in a McLaren for example I will still say what I think. And I’m trying to stay true to that because as soon as you are having favourites and prejudices people will not respect your opinion, so suddenly you’re null and void.

“And of course I will get it wrong, and I’ve had some instances where I’ve said I think that driver is at fault, and then when I’ve watched it back I actually think you know what I’ve called that wrong and I’ll go and speak to them and just say ‘just so you know, this is what I’ve said, I think I’m now wrong because I’ve seen it so I apologise’. And even if I don’t think I’m wrong but I’ve said something potentially controversial I will then again go up to the driver and say what I’ve said, because I’d rather if they had an issue talk about it there and then.

“And it’s never going to be easy but I would rather be a bit of Marmite than just a glass-of-water sort of boring. I’m always going to try and just say my opinion and of course I can be wrong, but if it’s my opinion I can’t be wrong about my own opinion, it might be wrong in its statement but it’s still my opinion at the end of the day. That’s how I’m going to try and keep it.”

Question: Did you get upset when you first made it to the front page of MN with the headline ‘Joe Airborne’...? You were upside down at the time in the photograph...
Matt James
Via email
JO: “Yeah 2005 that was and it still gets

brought up now. So I’d be more upset if I was Matt James that his greatest work was involving me, that says a lot more about it. But again it was someone’s opinion and it was pretty true because I was upside down and pretty airborne and Joe is my first name and airborne sounds pretty similar to Osborne.

“So no stress with that and if anything it backed up my earlier statement of how bad I was in single-seaters that my first race and my second race ended up in the barrier after a few rotations through the air, so no hard feelings whatsoever on that one.”

Question: What does the future hold for Joe Osborne?
David Thompson
Via email
JO: “God knows to be honest, and that’s why it’s exciting.

“My McLaren contract is in renewal at the moment so that’s quite interesting in itself and surprisingly there are always quite a few options out there on what to do really.

“At the moment I’m very fortunate that I super enjoy my racing and that’s really the main focal point for me is making sure that that racing stays enjoyable, just purely on a selfish perspective that I know my performance is so much better when I am enjoying something, my whole heart is totally in it. And then it’s really the external factors that I can bolt on from there.

“I’m 33, I’m in that interesting phase where I’m no longer young but in GT world I’m definitely not old either. And with Le Mans coming onboard with GT3 that’s going to give me a great opportunity to race at Le Mans, something I’ve not done before, and it’s definitely something I need to do before I get old and slow so that’s definitely a focus. But right now I’m loving life and really wouldn’t change anything about it in all honesty. That doesn’t mean it’s not going to change and it might change for the better but yeah I’m very fortunate to enjoy everything I do.” ■

*subject to booking fee & t&c's



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SCOTTISH RALLY CHAMPIONSHIP: GALLOWAY HILLS BY JOHN FIFE

SEPTEMBER 10

HENDERSON'S DAY, BUT BOGIE KEEPS IT CALM FOR SCOTTISH TITLE SUCCESS



Henderson is now a gravel winner...



Armstrong overcame heating problems

There was a subdued start to this year's Galloway Hills Rally as proceedings commenced with a short commemoration to the late Queen Elizabeth II while the organisers supplied all cars with a black sun-strip for the windscreens, on which was printed a very simple and tasteful tribute.

After this, the penultimate round of the Scottish Championship got underway. For the first couple of stages it all looked textbook David Bogie as he powered into an instant lead to then dictated the pace from there.

But it was not this time, as the David Henderson and Chris Lees pairing scored their first victory on gravel in the Ford Fiesta Rally2. Bogie and John Rowan were second in a similar car with the Subaru of Jock Armstrong and Cameron Fair completing the top three.

Bogie did indeed get off to a fiery start, fastest over the first two tests by seven seconds from Henderson and both shadowed pretty closely by the orange Subaru Impreza of Armstrong. Top Mitsubishi driver on this occasion was not the Michael Binnie/Claire Mole machine. Instead, it was the black-and-silver Lancer E9 of Angus Lawrie and Paul Gribben. When asked what the secret was to his fast start, Lawrie replied: "Chocolate

porridge this morning!" It was all change at the front after stage three. Henderson was fastest, snatching the lead from Bogie who was also gazumped by Armstrong.

Third quickest was the Ford Fiesta R5 of Hugh Brunton and Drew Sturrock. Bogie only managed fourth quickest. "I went the wrong way on suspension set-up, I'll put it back for the final stages," he said.

Lawrie was still the leading Lancer but had to share fifth-fastest time with the Hyundai i20 R5 of John Wink and Neil Shanks, although Binnie was closing the gap. He was only two seconds adrift of this pair as he settled back into his own Lancer, which had been rebuilt following its previous-round Grampian Rally roll.

On stage four, Henderson again led the field from Armstrong and Bogie. Wink was a clear fourth fastest from Lawrie, but of Binnie there was no sign. The shiny Lancer had indulged in another more serious roll this time. Binnie and Mole were OK, but it put paid to their Scottish Championship title hopes.

Brunton's valiant run suffered a less-severe dent when the Fiesta's power steering failed. "I hit a bump-on full lock and that knocked it off, but I was able to do a reset at the stage finish and that fixed it," he explained.

With the title-chasing Binnie out

of contention there were no heroics from Bogie. "All I had to do was keep it in the middle of the road, stay away from punctures and get a finish," said Bogie.

Even so, he was second quickest through stage five from Henderson, but Armstrong was a long way back.

"It's too hot under the bonnet and it goes into limp mode till it cools enough to get going again," he explained. Brunton was therefore back in the mix with third fastest time from Wink and Lawrie.

With a 23-second lead over Bogie, there was no let-up at the front from Henderson over the final 7.7-mile Fleet stage. "I knew Bogie was concentrating on points and a finish but I would loved to have had a real go at him to check out my own pace," said Henderson.

Even so, he was 12s quicker than Bogie, but there were fears that Armstrong would miss out. Co-driver Fair had been spotted holding the Subaru's bonnet up at the start of the final stage.

"We were trying to keep the engine as cool as possible from the arrival control to the start then I would shut the bonnet, jump in and fasten the belts as Jock approached the startline," explained Fair.

It worked, they set third-quickest stage time and assured themselves of third place overall.

The Lawrie-and-Wink tussle resolved itself in Lawrie's favour as he snatched fourth place by just six seconds although the Hyundai's tattered rear off-side corner bore testament to Wink's efforts.

Rounding off the top six was the Proton Satria Evo of a rather tired Mark McCulloch and Michael Hendry. McCulloch had been up all night printing the commemorative sun-strips for all the competing and official cars at his vehicle signage business.

Brunton finished the day with another third and fourth fastest stages times to take seventh place and, but for his steering woes, who knows what might have been? Driving the rebuilt Lancer after its Grampian roll were Willie Paterson and Tom Hynd, and they content to finish eighth after a steady confidence-rebuilding run.

The top two-wheel-drive runners were again Stuart Egglestone and Brian Hodgson in the Ford Escort Mk2 just ahead of the Fiesta S2000T of Andy Scott and Partrick Walsh completing the top 10. Just missing out was the second two-wheel-drive runner, the Peugeot 208 Rally4 machine of Peter Stewart and Harry Marchbank.

Bogie now can't be caught in his pursuit of a sixth national title, but it was Henderson's day. "That was my first gravel win. It's nice to be in the elite club," said the victor.

RESULTS

Galloway Hills Rally When: September 10

POS	DRIVER/CO-DRIVER	CAR	TIME
1	David Henderson/Chris Lees	Ford Fiesta Rally2	41m 37s
2	David Bogie/John Rowan	Ford Fiesta Rally2	+35s
3	Jock Armstrong/Cameron Fair	Subaru Impreza	+57s
4	Angus Lawrie/Paul Gribben	Mitsubishi Lancer E9	+1m 33s
5	John Wink/Neil Shanks	Hyundai i20 R5	+1m 39s
6	Mark McCulloch/Michael Hendry	Proton Satria Evo 2000	+1m 43s
7	Hugh Brunton/Drew Sturrock	Ford Fiesta R5	+1m 49s
8	Willie Paterson/Tom Hynd	Mitsubishi Lancer E9	+3m 35s
9	Stuart Egglestone/Brian Hodgson	Ford Escort Mk2	+3m 58s
10	Andy Scott/Patrick Walsh	Ford Fiesta S2000T	+4m 03s

Class winners: **C2:** Martyn Erskine/Kieran Hyslop (Peugeot 206 Cup); **C3:** Peter Stewart/Harry Marchbank (Peugeot 208 Rally4); **C4:** Andy Magee/Michael Johnston (Ford Escort Mk2); **C5:** John Crawford/Josh Davidson (Ford Escort Mk2); **C6:** Paul McElean/Niall McKenna (Ford Escort Mk2); **C7:** Mike Moates/Gary McDonald (Subaru Impreza); **C8:** Scott Peacock/Craig Wallace (Mitsubishi Lancer E8); **C9:** Armstrong/Fair; **C10:** Henderson/Lees; **C11:** Egglestone/Hodgson; **C12:** Nick Kitching/Andrew Trollope (Ford Escort Mk2)



David Bogie measured his pace to claim the SRC title

RALLY REACTS



Cars ran with a black sun-strip

Subdued rally event shows respects to royalty

The rally organising team from Solway, Machars and South of Scotland car clubs were faced with a difficult decision when last Thursday's tragic news was announced.

Rallying is a nomadic sport by nature and it was felt that the rally provided an

opportunity to bring rally folk together for a communal commemoration, hence the decision to go ahead.

Prior to the rally start, the organisers held a two-minute silence and rally driver Scott Sloan played the Lone Piper lament Sleep, Dearie, Sleep on the bagpipes.

All competing cars and official vehicles also displayed a special commemorative black windscreen sun-strip supplied by the organisers and approved by the championship sponsors.

The rally organisers faced and dealt with another

difficulty. Only 59 crews took part, so the original three-stages-run-twice format was changed to two stages run three times. Given the nature of the Galloway tests, the format worked well. No-one knows why entries were so few although increased fuel and travel costs are thought

to have deterred the usual Irish invasion while a few other entries were lost from Grampian-based crews as a mark of respect.

There was no champagne-spraying finish when final results were announced, just firm handshakes, and a few hugs, all round.

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PREVIEW: GOODWOOD REVIVAL

GOODWOOD REVIVAL:
THE BEST OF THE BEST

This weekend's Goodwood Revival is the absolute headline event in the calendar of UK historic racing, says Paul Lawrence

Fifteen races packed out with quality cars and drivers and supported by tributes to Graham Hill and 75 years of Ferrari will spearhead the on-track action at this year's Goodwood Revival.

As the Sussex track turns the clock back to another era, the former RAF Westhampnett will be turned into a living museum, back to the era when Goodwood Motor Circuit was a noted international race track.

Goodwood first opened in 1948 and closed for racing in 1966. Now used for the Members' Meeting in spring and the Revival Meeting in September, Sunday will mark 74 years to the day since the first race meeting as well as exactly 24 years since the circuit reopened for the first Revival back in 1998.

Unlike the Members' Meeting, the race line-up for the Revival focuses on the era of cars that raced at Goodwood during its original 18-year life as an active track, although most of the cars in the Goodwood Trophy are Pre-War Grand Prix cars. Joining them and set to make the most impressive noise of the weekend, is the sensational BRM V16 recreation in the very capable hands of Rob Hall.

The racing starts as the sun begins to set on Friday evening with the Freddie March Memorial Trophy where the Jaguar C-type of Sam Hancock and Fred Wakeman looks particularly strong against a star-studded field.

Headline races on Saturday include the Glover Trophy for Pre '66 Grand Prix Cars, where Andy Middlehurst will try and



Middlehurst will gun for another win

repeat his 2021 victory in the ex-Jim Clark Lotus 25. Just as a year ago, the rare Ferrari 1512 of Joe Colasacco will be a big threat as will historic racing ace Martin Stretton in a BRM-engined Lotus 24.

The two-part St Mary's Trophy will be sensational as a grid of Pre '66 Touring Cars do battle. On Saturday, the star drivers go into bat before the owners take over for the final race of Sunday afternoon. F1, Le Mans and touring cars drivers abound, along with World Rally contender Craig Breen who is sharing the Lotus Cortina of Michael Cullen. From the same Jordan Racing Team stable comes a real contender for aggregate victory in the Cortina shared by father-and-son Andrew and Mike Jordan. But then, just consider seven-time

NASCAR champion Jimmie Johnson will make his historic racing debut to share the Ford Galaxie of Gregor Fiske. It could only happen at Goodwood!

The RAC TT Celebration is, as ever, an hour-long, two-driver contest for sublime Pre '66 GT cars and the stunning field of cars is matched by a driver line-up that includes Jenson Button, Tom Kristensen, Andy Priaulx, Jimmie Johnson, Rob Huff, Stefan Johansson, Dario Franchitti and many more.

Of course, the Revival is not just about the racing. Goodwood's legendary attention to detail will dress the whole site in a pre-'66 style and a vast array of attractions and displays will provide something for each and every visitor. ■



Star drivers will do sportscar battle in the RAC TT Celebration encounter

Photos: Motorsport Images

THE STARS COME OUT FOR GOODWOOD

A dozen former grand prix drivers, 15 Le Mans victors, British Touring Car Championship title winners and stars from IndyCar, Formula E and the World Rally Championship will all get into period gear to race at Goodwood and that is one of the things that make this such an incredible event.

IndyCar will be represented by two of its greatest ever drivers who will share a Jaguar E-type in the Stirling Moss Trophy race. Six-time champion Scott Dixon and four-time champion Dario Franchitti have also won the Indy 500 four times between them.

However, these legends of the sport will never have it easy as the cream of Britain's regular historic racers will take the fight to the stars. Drivers of the calibre of Gary Pearson, Martin Stretton, Jon Minshaw, Oliver Bryant, Andrew Smith, Will Nuthall and Patrick Blakeney-Edwards are just some of the class acts who will jump from car to car over the weekend.



Reunited: Dario (l) and Dixon

THE HILL PARADE

It is now fully 60 years since Graham Hill, that most British of racing drivers, won his first World championship title with BRM.

To mark a fantastic achievement for a British team and driver, around 30 cars from Hill's racing history will be on track for a parade on each of the event's three days.

The cars in the display trace Hill's racing story from the mid-1950s right through to his own F1 cars of the mid-1970s. His close relationship with Lotus in his early years will bring out two Lotus 12s, three Lotus 15s and two of the classic front-engined Lotus 16 grand prix cars from his formative years.

However it is the Lotus 49s driven by his son Damon and grandson Josh that will steal the show and relive Graham's second World title in 1968. BRM is well represented in his story, notably with the P57 of USA racer Charles McCabe that will represent Hill's 1962 title campaign. Hill's old friend Jackie Stewart will drive a BRM P83 from the 1966 season and the sole-surviving Brabham BT37 from his 1972 season will be driven by Historic F1 racer Jamie Constable.

To take the Hill story through to its conclusion, two of the Hill F1 cars built and run by his own team will represent the 1975 season and the period running up to his death in November aged 45.



Hill in the GH1 at Monaco, 1975



The Jordans will battle for St Mary's Trophy victory

TIMETABLE	
Friday, September 16	
TIME	EVENT
1240hrs	Track parade: tribute to Graham Hill
1600hrs	Track parade: tribute to Ferrari
1825hrs	Race 1: Freddie March Memorial Trophy (pre '56 sports cars)
Saturday, September 17	
TIME	EVENT
1010hrs	Race 2: Madgwick Cup (pre '56 sports-racing cars)
1120hrs	Race 3: Barry Sheene Memorial Trophy (pre '56 motorbikes)
1235hrs	Track parade: tribute to Graham Hill
1310hrs	Race 4: Glover Trophy (pre '66 grand prix cars)
1345hrs	Practice: RAC TT Celebration
1430hrs	Track parade: tribute to Ferrari
1505hrs	Race 5: St Mary's Trophy part one (pre '66 touring cars)
1555hrs	Race 6: Goodwood Trophy (pre '52 grand prix cars)
1640hrs	Race 7: Whitsun Trophy (pre '67 sports-racing cars)
1725hrs	Race 8: Stirling Moss Memorial Trophy (pre '63 GT cars)
Sunday, September 18	
TIME	EVENT
0940hrs	Race 9: Chichester Cup (drum-braked Formula Juniors)
1030hrs	Race 10: Richmond and Gordon Trophies (pre '61 grand prix cars)
1140hrs	Track parade: tribute to Graham Hill
1215hrs	Race 11: Barry Sheene Memorial Trophy (pre '56 motorbikes)
1335hrs	Track parade: tribute to Ferrari
1430hrs	Race 12: RAC TT Celebration (pre '66 GT cars)
1555hrs	Race 14: Lavant Cup (MGBs)
1645hrs	Race 15: Sussex Trophy (pre '62 sports-racing cars)
1735hrs	Race 16: St Mary's Trophy part two (pre '66 touring cars)
Note: there is no race number 13.	

FEATURE

Photos: Castle Combe Rallyday



Rally action comes to Castle Combe

CASTLE COMBE RALLYDAY: A CELEBRATION OF RALLYING

Star cars, some top-name drivers and special stage action are all part of the spectacular Rallyday at Castle Combe on Saturday. **Paul Lawrence** looks ahead to the event

The annual Castle Combe Rallyday will be a fabulous celebration of rallying at the Wiltshire race circuit, featuring a full day of action, displays, interviews and much more.

At the heart of the event will be the star cars and drivers featuring in the Legends Stages, which will give fans a chance to see both cars and drivers in action on two purpose-built special stages within the Castle Combe circuit, paddock and pits.

A stunning selection of famous cars will be capped by those provided by Brackley-based BGMotorsport under the direction of Ian Gwynne. The cars will run concurrently on two special stages: one in and around the paddock and pitlane area and one running from the pitlane through Avon Rise, Quarry Corner and the Esses. This development for 2022 will ensure that spectators choosing to spend the day at Quarry don't miss out on any of the action.

Castle Combe boss Graham Marshallsay says: "We've seen the enthusiasm building for the Legends Stage over the last two Rallydays. So for this year, we're going to run two stages. We're going to have more action on offer than ever before from some of the world's finest rally cars."

Star drivers due to be present include British rally champions Gwyndaf Evans



British champion Matt Edwards will drive Nicky Grist's Toyota Celica

and David Higgins as well as current triple BRC champion Matt Edwards, who will arrive at the event fresh from competing in Barbados in a Ford Fiesta R5. Experienced competitors like Ryan Champion and Steve Hendy will also be on hand to ensure that the star cars are driven the way there were intended to be driven.

From 1230hrs to 1400hrs they will entertain on the Legends Stages in a range of cars, including an ex-Hannu

Mikkola Audi Quattro E2, an ex-Juha Kankkunen Subaru Impreza WRC and an ex-Prodrive Group A BMW M3. Other star attractions will include the ever-spectacular, tyre-burning Chevrolet Firenza Can-Am of Mick Strafford, a Peugeot 205 T16, a Bastos-liveried Group A Ford Escort Cosworth and more Impreza WRCs in a fine line-up of cars showing rallying history through the last 30 years.

The morning will be taken up with track



Many car clubs will be on show



Two special stages will be run

sessions for a wide array of potent cars and the afternoon session will put more than 20 other rally cars onto the rally car stage, thus ensuring day-long action. At 1600hrs, there will be half an hour set aside for fans to take passenger rides in an array of cars and then the day concludes with more than 50 Subarus in a slow-speed parade around the circuit.

Adding to the action will be a Dakar Rally demonstration from the all-female Excite Team GB Rally Raid crew on the infield track adjacent to the pits. Complementing the on-track action will be a raft of club displays, bringing hundreds of rally and performance cars to the event and covering a large area either side of the main paddock.

A dedicated trade village area will feature some of rallying's key exhibitors and distributors with a vast array of products, while in the main paddock area will be the interview stage where the star drivers will be interviewed and chat about their life in rallying. It promises to be a great day out for rally fans. ■



Howard Davies interviews event favourite, co-driver Nicky Grist

How the Legends Stages work

The highlight of the day for many fans will be the Legends Stages, with a glorious array of cars and drivers in action on two specially designed rally stages.

The first stage starts in the pitlane and turns immediately hairpin right to run the wrong way up the pitlane and exit onto the circuit adjacent to the Avon bridge.

The stage then runs the wrong way out of Camp corner before turning hairpin right into the usual circuit pitlane entrance. It then runs back down the pitlane entry road in the correct direction before turning tight left under the Avon bridge into the paddock.

The stage then runs to the left of the scrutineering bay before turning 90-right and 90-right again, close to the Merlin Motorsport shop. It runs across the gravel and grass to the race meeting assembly area where the stage splits right on the first lap. Cars then merge and go around the square again before splitting left on the second lap to finish in the assembly area just before the medical centre.

The second stage has a similar start line in the pitlane, and then leaves the pits in the normal direction via a chicane to join the circuit. Cars go through two chicanes on the run to Avon Rise, and then through the daunting Quarry Corner, with an optional doughnut around a cone on the exit of the corner.

The stage then follows circuit direction through the Esses and Old Paddock and finishes at Hammerdown on the run to Tower Corner. The cars then return to the paddock via the perimeter road from Westway to the rear of the paddock area.

EVENT TIMETABLE

Saturday, September 17

TIME	TRACK
0900-1130hrs	Track sessions
1145hrs	Legends parade
1230-1400hrs	Legends Stages
1415-1545hrs	Rally car stage
1600-1630hrs	Passenger rides
1630hrs	Subaru parade

STAR CARS

Audi Quattro E2 (ex-Hannu Mikkola)
Ford Escort RS1700T prototype
 BMW M3 Group A (ex-Prodrive)
Ford Sierra RS Cosworth (ex-Jimmy McRae)
 Subaru Impreza WRC99 (ex-Juha Kankkunen)
Vauxhall Chevette HSR (ex-Jimmy McRae)
 Renault 5 Turbo
Chevrolet Firenza Can-Am
 Ford Escort Mk1 (ex-Roger Clark)
Peugeot 205 T16
 Ford Escort Cosworth Group A
Toyota Celica GT4 ST185
 Subaru Impreza WRC S9 (ex-Tommi Makinen)
Subaru Impreza WRC S6
 Peugeot 208 R5 T16

STAR DRIVERS

Gwyndaf Evans
Matt Edwards
 David Higgins
Ryan Champion
 Ian Gwynne
Steve Hendy

DAKAR DEMONSTRATION

At 1200hrs, the Excite Team GB Rally Raid team will take to the infield demonstration track with its all-British, all-female crew that hopes to compete in the Dakar Rally with a Mitsubishi Pajero T2.

More details:
castlecombecircuit.co.uk/shows/rallyday

"There will be more action than ever"

Graham Marshallsay

RACING REPORTS

Photos: Steve Jones

ANGLESEY: 750MC BY CARL MCKELLAR

SEPTEMBER 10-11

LISSETER MOVES TOWARDS MA7DA TROPHY



Lissester was the form man in the Ma7das



McCloy was unbeaten in the Hot Hatch showdowns

Jonathan Lissester surely has one hand on the Ma7da champion’s trophy after taking advantage of problems for chief rival Danny Andrew for two wins and a second in the category’s triple-header fixture at Anglesey.

Andrew’s troubles started in race one when a broken panhard rod caused his car – fighting Lissester’s for first place – to become unstable as he settled for second. Eddie Mawer took third after two bold round-the-outside moves past David Winter into the Corkscrew.

In race two, Andrew looked to be on course for a comfortable win until a safety car period intervened and left a one-lap dash to the flag.

At the restart, Mawer attempted to pass Andrew

through the left-right Rocket bends and both drivers ran wide off the racing line. Lissester, who with incorrect tyre pressures looked to be beaten, dived through the gap they had opened for a second win as the aggrieved Andrew again finished second ahead of Mawer.

A dream 1-2-3 result awaited Team Sellars Racing in race three as Mawer tamed a slippery track surface to head home Lissester and Ben Powney who had been second starting the final lap until spinning. Andrew was this time fifth as his car was slowed by bodywork rubbing on a front tyre plus an engine glitch.

After qualifying on pole position, Kris McCloy described his three Hot Hatch wins as a ‘bus moment’ having waited all season for a breakthrough

victory in his Honda Civic.

Philip Wright (Civic Type R) challenged him in the opener before Joe Bower (like McCloy in a K24-engined Civic) took his first two podium results with a pair of seconds in the following two races. Cameron Elder (Civic) also showed improved form, the only driver other than McCloy to lead a lap all weekend.

As in 2021, the F1000 title chase looks set for a nerve-wracking finale at Snetterton as two fifths and a second at Anglesey were enough to catapult Rob Welham past Matthew Booth (who got a third, ninth and fifth) into the championship points lead.

Lee Morgan won Saturday’s race after overtaking long-time leader Matthew Higginson into

Rocket on the final lap. Into Sunday, Thomas Gadd won race two ahead of Morgan who had a broken exhaust manifold to nurse in the closing laps.

Gadd’s hopes of a second win in race three were dashed when his car stalled at the start and he could recover to only sixth – a result that ties him for second on points with Booth. Taking advantage was Morgan who took his second win of the weekend to keep alive his small hopes of retaining his title.

Similarly, Leon Morrell (Radical SR3) boosted his chances of defending his Bikesports crown with second and first place results as title rival Simon Walker-Hansell (SR3) struggled with fuel surge in both races. The winner of the first race after a bold move on

Morrell – and for victory on his car racing debut – was teen karting ace Thomas Fleming.

Martin Crowhurst (E46 M3) romped to a hatrick of BMW race wins after Paul Cook’s similar car retired after leading the opening encounter.

The meeting’s two endurance races – 45 minutes for Roadsports and 125 for Club Enduro – were won by the Seat Leon TCRs of Colin Gillespie/Phil Dryburgh and Carl Swift/Rob Baker respectively after threats from Lotus Elises.

Will Stacey’s led the Roadsports only to stop with an oil leak; Rob Boston’s was just 12 seconds – about the same time he spent recovering from two grassy moments in the rain – away from victory in the Enduro race.

RACE WINNERS

- WRDA**
Race 1: Christian Douglas (Ariel Atom); **Race 2:** Christian Douglas (Ariel Atom)
- Bikesports**
Race 1: Thomas Fleming (Radical SR3); **Race 2:** Leon Morrell (Radical SR3)
- Roadsports**
Will Stacey (Lotus Elise)
- Porsches**
Race 1 & 2: James Coleman (Porsche Boxster); **Race 3:** Roger Coy/Calum Lockie (Porsche 968)
- BMW's**
Race 1, 2 & 3: Graham Crowhurst (BMW E46 M3)
- F1000s**
Race 1 & 3: Lee Morgan (Jedi MK6/7); **Race 2:** Thomas Gadd (Jedi MK6/7)
- Hot Hatches**
Race 1, 2 & 3: Kris McCloy (Honda Civic)
- Ma7das**
Race 1 & 2: Jonathan Lissester (Ma7da); **Race 3:** Eddie Mawer (Ma7da)
- Club Enduro**
Carl Swift/Robert Baker (Seat Leon TCR)

Photos: Michael Chester

MONDELLO PARK: MPSC BY LEO NULTY

SEPTEMBER 10-11

HOLSTEIN’S COMEBACK WIN, WHILE BARRABLES SHINE



Champion Holstein returned for a one-off outing and won in Fiestas STs

Erik Holstein made a winning return to the Fiesta ST series on Sunday. The 2019 champion eased away from Michael Cullen for an impressive win.

He then elected to sit out race two. Series leader Eddie Peterson took the honours from Max Turley and Cullen. Keith Dawson took the Fiesta Zetec opener, and set a new lap record, with Michael Barrable moving closer to the title with a race-two win: helpfully, son Robert was acting as rear gunner in second.

Michael Cullen won both Stryker races on the track but a mechanical defect flag, followed by a black flag on the final lap of race two, meant he was excluded. That handed the win, and the title, to Johnny Taylor.

Noel Robinson took the BOSS Ireland opener but, in race two, he spun off and caused a red flag. At the restart, Michael Connolly sprinted away to inflict a rare defeat on the F3 cars in his Radical SR8. Owen Kelly took an impressive Formula Vee win from pole and beat all the regular frontrunners, while Garrett McKenna and Mark Keenan shared the Formula Sheane wins.

David Travers won the first Junior

Mini race and Codey Keogh the second. Travers led the third race but slid off, which handed Keogh a double win.

Dave Griffin held off Jackie Cochrane’s V8 Tiger to take the first HRCA win, while in race two, Cochrane just held off David Kelly’s Crossle 9S for victory.

Richard Shattock’s Honda Civic and Aidan Byrne’s Toyota Celica took a Future Classics win apiece. Second in race two was enough for former Fiat racer Paul Flanagan to clinch the title in his Clio 172.

After an opening-lap accident eliminated two cars, and a subsequent red flag, Shane Murphy took the first Seat Supercup race. However, in race two, class novice Harry McGovern led Graham McDonnell home with Brian Berry charging to third on slicks as the track dried out.

Charlie Linnane and Alan Watkins took Supercar wins, with Linnane clinching the title. Alan O’Neill took two ITCC wins in his unusual Mazda RX-7, Adrian Dunne his closest challenger in race one and Owain Drought taking runner-up spot in race two.

RACE WINNERS

- Irish Strykers**
Race 1: Michael Cullen; **Race 2:** Jonathan Taylor
- Formula Sheane**
Race 1: Garrett McKenna; **Race 2:** Mark Keenan
- Future Classics**
Race 1: Richard Shattock (Honda Civic); **Race 2:** Aidan Byrne (Toyota Celica)
- Fiesta ST**
Race 1: Erik Holstein; **Race 2:** Eddie Peterson
- Fiesta Zetec**
Race 1: Keith Dawson; **Race 2:** Michael Barrable
- Formula BOSS Ireland**
Race 1: Noel Robinson (Dallara F307); **Race 2:** Michael Connolly (Radical SR8)
- Mini Junior Challenge**
Race 1: David Travers; **Race 2 & 3:** Codey Keogh
- Formula Vee.**
Owen Kelly (Sheane)
- Historic Racing Car Association.**
Race 1: Dave Griffin (Crossle 9S); **Race 2:** Jackie Cochrane (Sunbeam Tiger)
- Seat Supercup Ireland**
Race 1: Shane Murphy; **Race 2:** Harry McGovern
- Irish Supercars**
Race 1: Alan Watkins; **Race 2:** Charlie Linnane.
- Irish Touring Car Championship**
Race 1 & 2: Alan O'Neill. Mazda RX-7

RACING REPORTS

Photos: Mick Walker

DONINGTON PARK: CSCC BY MARCUS PYE

SEPTEMBER 10-11



Ainge led the early Tin Top stages but was hunted down



Morgan Short in his Mosler won the truncated Open/Slicks race

CASSAR DENIES HIRD AS WINDMILL FALTERS

Danny Cassar and Andrew Windmill expunged 30-second previous win penalties to hound down leader Russell Hird in Sunday’s Tin Top race, the best of CSCC’s Donington Derby weekend.

As Windmill’s Honda Civic’s dash went haywire and he slowed momentarily on the penultimate lap, top qualifier Cassar surged ahead in the Honda Integra started by Nigel Ainge, taking to the grass in the Craner Curves as he did so. Hird, denied after a strong drive, was nonetheless delighted to make it an Integra 1-2.

In a battle of wonderful self-built monsters, Saturday’s Special Saloons & Modsports race had Clive Anderson’s twin-turbo Rover V8-engined BMW E30 overcome Danny Morris’ Cosworth YB turbo-powered Spirit of RPM Peugeot 309

GTi, on reduced boost to control temperatures. Anderson fell on Sunday’s opening lap, as did Joe Ward’s fabled ex-Gerry Marshall Vauxhall Firenza V8 Baby Bertha, taken out at Redgate by newcomer Richard Rudd’s Ford Escort-YB turbo. This ill-starred move meant Rudd’s licence was endorsed. Morris repelled Tom Carey’s Honda CRX-BDA to win.

Saturday’s results had a family flavour. The Masarati brothers won Modern Classics and two of the other six races fell to lads-and-dads Aston and Tony Blake and Ollie and Nigel Reuben in diverse TVR V8s.

Ollie Smith (BMW E36 M3) led Modern Classics, but his Oulton Park winner’s penalty was just too much. The Blakes’ gear lever pulled out, leaving Tom Mensley third on his M3’s debut, but they returned to win Future Classics from Stephen Scott-

Dunwoodie (Ford Sierra RS500) and Tim Bates’ Porsche 911. Mark Chilton escaped from a huge race-stopping impact at Redgate which wrecked his Nissan Skyline.

Behind the Reubens, Jamie Keevil (Elan) won an absorbing battle with Malcolm Johnson (Europa) after David Thompson at the chicane spun the Tuscan started by Jon Wolfe. Jamie Boot (Griffith) chased Rob Fenn (Elan) in early Mintex Classic K exchanges, but sped to victory after owner Paul Whight gyrated the Elan into the Old Hairpin gravel.

Ian Staines jostled to Swinging Sixties’ Group 1 honours, pursued by Ralph and Charlie Budd’s Mini and lanky Sam Polley’s tiny Mini Marcos. Simon Dawson/Clive Tonge (Cooper S) overcame Simon Watling/Shawn Haddrell (Turner) when the tiddlers bolstered the Gp2 grid.

CSCC debutant Phiroze Bilimoria’s VW Scirocco dominated Turbo Tin Tops, from Mini duellists John Wyatt and Stephen Berry. Simon Baker and Kevin Clarke stormed the former’s mighty BMW 1 Series coupe from the back to New Millennium victory. Jasver Sapra/Bryan Bransom (E46 M3) and Mark Smith (E36 M3) led the chase.

Shadow John Cutmore saw Spire team-mate David Watson spin out, then screamed ahead in Magnificent Sevens. Despite a broken exhaust that made his Suzuki engine sound desperately sick, Cutmore beat Tim Davis. The sprint finale was canned after Porsche veteran Peter Challis walked away from a hefty shunt that stopped the Slicks/Open contest. Morgan Short had led well, but brother Marcus didn’t get his chance in the Mosler.

RACE WINNERS

Modern Classics

Miles & Piers Masarati (Porsche 964 Turbo)

Special Saloons/ Modsports

Race 1: Clive Anderson (BMW E30 V8 turbo); **Race 2:** Danny Morris (Peugeot 309 GTi turbo)

Swinging Sixties Gp1

Ian Staines (MG Midget)

Future Classics

Aston & Tony Blake (TVR Tuscan Challenge)

Swinging Sixties Gp2

Ollie & Nigel Reuben (TVR Griffith)

Classic K

Jamie Boot (TVR Griffith)

Turbo Tin Tops/Puma Cup

Phiroze Bilimoria (VW Scirocco)

Tin Tops

Nigel Ainge/Danny Cassar (Honda Integra Type R)

New Millennium

Simon Baker/Kevin Clarke (BMW 1 Series Coupe)

Magnificent Sevens

John Cutmore (Spire RB7)

Open/Slick Series

Morgan Short (Mosler MT900)

Photos: Mick Walker

SILVERSTONE: ECR/MSVR RACHEL HARRIS-GARDINER

SEPTEMBER 10

RICHARDS UPHOLDS HONOUR FOR LOTUS

Dafyd Richards won the Equipe Pre-’60/’50s race from the pitlane in his Lotus 11, bringing his win tally to three in his first full season of racing.

The experienced mechanic was in one of two Lotus sports racers out on track, but James Wood’s 15 retired early on, leaving Richards with the Jaguar E-type of Frederic Laurent and Harvey Stanley as his main target. He kept things steady and left it quite late but passed the leading Jaguar in the last few minutes of the 40-minute encounter. Laurent appeared to be struggling with something and was then overtaken by Mark Holme’s Austin Healey 3000 for second.

There was no such trouble for Lee Atkins and his TVR Grantura in the closing Equipe GTS race. Atkins, who has had a mixed season, was in control of the pack throughout, having eked out a decent lead off the start and maintained it during the

mandatory pitstops. Rob Cull made it a Grantura 1-2, seeing off Mark Fisher’s MGB with a combination of better backmarker management, an earlier stop and ultimately, more speed. He had already prised himself free from a pack involving Andrew Wenman’s Morgan, among others. Holme, driving his MGB this time, was fourth. He benefited from the early exit of Jack Wilmott’s TVR, which had a rear-facing coming-together with a barrier at Copse late on but overcame a spin at Brooklands in the opening laps.

Matthew Moore and Mark Daniell only came out of the Equipe Libre race in their AC Cobra, but walked away with a win after being threatened by Laurent and Stanley in the E-type. The Cobra was rapid from the start and quickly built up a lead, but the E-type was gaining time when the safety car came out. However,



Richards topped the Pre-’63/’50 Equipe encounter

once Benjamin Savill’s Porsche 911 had been removed and the pitstops had come and gone, Laurent had replaced Stanley in the E-type and the Cobra was able to pull away for the win. Laurent and Stanley were second, with Alexander Hewitson third in an Austin Healey 3000, the only other car still on the lead lap.

The BCV8 championship also came to a close at Silverstone, with James Wheeler taking the overall championship, winning twice. His closest rival, Neil Fowler, kept things close with two second places and two fastest laps.

Production GTi/Z Cars honours were shared between Henry Riley and Simon Hill.

RACE WINNERS

Equipe GTS

Lee Atkins (TVR Grantura)

Equipe Libre

Matthew Moore/Mark Daniell (AC Cobra)

Equipe Pre-’63 and ’50s

Dafyd Richards (Lotus 11)

MGCC BCV8 Championship

Race 1 & 2: James Wheeler (MGB GT V8)

Production GTi Championship/Z Cars Championship

Race 1: Henry Riley (VW Golf GTi); **Race 2:** Simon Hill (VW Golf GTi)

RALLY REPORTS

Photos: Phil James

PROMENADE STAGES: WALLESEY MOTOR CLUB BY PHIL JAMES

SEPTEMBER 9-10

STONES PROVE TO HAVE THE GRIT TO TAKE THE PROMENADE VICTORY



Seaside stroll: the winners, the Stones



Gibbard pushed hard but his Darrian was thwarted

John and Alex Stone took their VW Polo GTi R5 to victory at New Brighton, winning an intense battle with the Ford Fiesta R5 of Wesley Simpson and Joe Ford and the Darrian T90 of Nigel Gibbard and Simon Rogers.

Each of the three crews enjoyed a share of the rally lead with Simpson leading after Friday’s night-time pair of tests and Saturday’s opener before a sticking throttle issue brought the

Fiesta to a temporary stop on stage four. Gibbard then took charge, holding the lead through to stage nine, before Stone moved ahead, but any hopes of a late challenge were thwarted when gearbox failure forced the Darrian’s retirement at the end of the penultimate stage.

That left Stone 17 seconds clear of Simpson and he then added a further second to seal his third Promenade Stages Rally victory having previously won the event

in 2005 and 2010. Victory for the Polo pilot had looked unlikely after completing the opening stage in ninth place having lost time with an auxiliary light malfunction. Once that was fixed the car ran faultlessly as his rivals took turns to hit trouble.

Gibbard’s retirement allowed Wil Owen and Chloe Thomas to complete the podium places despite a fuel pump issue, having had held fourth place since the outset in their Ford Escort Mk2.

Gareth Edwards and Ben Ruff had to settle for fourth after the Darrian T90 GTR+ crew lost too much ground in the dark on Friday. Mike English and Andy Robinson completed the top five despite suffering some launch control issues with their Fiesta Rally2.

Jason and Lee Wilson were lucky to escape unscathed from a brace of kerb altercations to finish sixth overall and win Class C in their Darrian T90 GTR. Once an

early brake problem was sorted Class E winners Lyndon Barton and Simon Hunter had a trouble-free run to finish seventh in their Ford Fiesta R5.

Only five seconds separated the final top 10 occupants as Mark Roberts and Stephen Landen took eighth in their Fiesta S2500 ahead of the Escort Mk2 of Dave Roberts and Rob Bryn Jones. Thomas Davies and Jason Sugden settled for 10th in their Darrian T9.

Results
Organisers: Wallasey Motor Club. **When:** September 9-10. **Where:** New Brighton, Wirral.
Championships: ANWCC; ANCC; SD34; Mini Rally Challenge. **Stages:** 12. **Starters:** 91.
1 John Stone/Alex Stone (VW Polo GTi R5) 41m14s; 2 Wesley Simpson/Joe Ford (Ford Fiesta R5) +18s; 3 Wil Owen/Chloe Thomas (Ford Escort Mk2); 4 Gareth Edwards/Ben Ruff (Darrian T90 GTR+); 5 Mike English/Andy Robinson (Ford Fiesta Rally2); 6 Jason Wilson/Lee Wilson (Darrian T90 GTR); 7 Lyndon Barton/Simon Hunter (Ford Fiesta R5); 8 Mark Roberts/Stephen Landen (Ford Fiesta S2500); 9 Dave Roberts/Rob Bryn Jones (Ford Escort Mk2); 10 Thomas Davies/Jason Sugden (Darrian T9). **Class Winners:** Adam Philpotts/Tom Waites (Nissan Micra); John Lewis/Kathryn Curzon (Darrian T9); Wilson/Wilson; Edwards/Ruff; Barton/Hunter; Kim Mather/Yvonne Mather (Chrysler Sunbeam Lotus).

Photos: Martin Walsh

WEXFORD STAGES RALLY: WEXFORD MOTOR CLUB BY MARTIN WALSH

SEPTEMBER 10-11

WEXFORD WEATHER WORKS FOR PURCELL AND HIS SKODA FABIA R5



Andrew Purcell conquered all before him in Wexford

Two contrasting days of weather conditions determined the outcome of the Wexford Rally for the Skoda Fabia R5 of Andrew Purcell.

Purcell and co-driver Andy Hayes dominated a final day of torrential rain to reel in overnight leaders James Stafford/Thomas Scallan (Darrian T90 GTR) and win by 31.2s. Daniel Barry (Skoda Fabia R5) on his first Motorsport Ireland stage rally in over four years and co-driven by Lorcan Moore was 53s further behind in third.

Beneath bright sunshine, Stafford was virtually untouchable on Saturday’s nine stages. Although some patches of

asphalt under the cover of trees proved very slippery Stafford, who was on somewhat familiar ground, was best on all but one stage. His only indiscretion came on the day’s final test when he clattered a chicane, but still ended the day 53.6s ahead of Purcell who admitted there was no catching his rival given the circumstances.

Enda O’ Brien (VW Polo GTi R5) held second for the same number of stages only to hit a bank and damage the steering which forced his retirement. Barry lacked commitment on a few stages before eventually being displaced by the highly impressive Richard Moffett

(Toyota Starlet). Finland’s Mikko Hirvonen (Ford Escort) had brake issues over the opening two loops and ended the day in seventh.

Purcell revelled in Sunday’s torrential rain and by the opening loop of three stages had sliced Stafford’s advantage in half. He took the lead on SS15 and went on to claim his first major Irish tarmac rally victory. Stafford used all his experience and guile to secure second. Barry regained third but Moffett punctured on his Toyota Starlet and was eventually reeled in by the Toyota Corolla of Kevin Eves, who was fourth. Hirvonen enjoyed the conditions and a better performance to round off the top six.

Results
Organiser: Wexford Motor Club. **When:** September 10-11. **Where:** Wexford, Co. Wexford.
Stages: 18. **Championships:** South East Stages Rally Championship. **Stages:** 18. **Starters:** 132.
1 Andrew Purcell/Andy Hayes (Skoda Fabia R5) 1h58m17.9s; 2 James Stafford/Thomas Scallan (Darrian T90 GTR) +31.2s; 3 Daniel Barry/Lorcan Moore (Skoda Fabia R5); 4 Kevin Eves/Chris Melly (Toyota Corolla); 5 Richard Moffett/Darragh Kelly (Toyota Starlet); 6 Mikko Hirvonen/Jarmo Ottman (Ford Escort Mk2); 7 Marty Toner/Ben Taggart (BMW 1 Series); 8 Adrian Hetherington/Gary Nolan (Ford Escort Mk2); 9 Richard Moore/Stephen Joyce (Ford Escort); 10 Conor Moore/Leo Tector (Ford Fiesta Rally2). **Class winners:** Danny Mullins/Michael Maher (Ford Fiesta); Cian Caldwell/Dominic Lennon (Ford Fiesta); Tomas O’Rourke/William Treacy (Mitsubishi Lancer E9); Moore/Leo; Brian Kirwan/Elaine Kirwan (Peugeot 205); Paul Cullen/Brian Rowan (Opel Corsa); Gavin Russell/Daniel Callaghan (Honda Civic); Ben McIntyre/Conor Lappin (Toyota Starlet); Justin Smyth/James McEneaney (Ford Escort); John Warren/Ruthann O’Connor (Toyota Corolla); Eves/Melly; Mikie Morahan/Anne Morahan (Subaru Impreza); Wayne Evans/Sion Jones (Ford Escort); Darragh Kelly/Eoin Kelly (Honda Civic).

Photos: Kevin Money

VALE OF YORK STAGES: LINDHOLME MOTOR SPORTS CLUB BY PETER SCHERER

SEPTEMBER 11

TAYLOR AND McNULTY BUILD ON AN EARLY ADVANTAGE FOR A TRIUMPH



Darrell Taylor’s Fiesta prevailed by over half a minute

After pulling out a 16-second lead on the opening stage, Darrell Taylor/Steve McNulty’s Ford Fiesta R5 was fastest on all but the final run and, despite a spin on the second stage, were winners by 35 seconds.

Arron Newby/John Cope’s Skodaru Fabia was just as consistent in second, after ousting Darren Nugent/Helen Hall’s Ford Escort on stage two but, until the final stage, they were unable to take any time back from Taylor’s growing lead.

As well as securing third overall, Nugent had over a minute on hand as the Class Four winner too.

Miles Taylor/Harry Walshaw’s

Subaru Impreza was fourth throughout. After a strong opener, Allan McDowall/James Robson’s Ford Escort lost out to Gary Wayne/Neal Bloor’s Impreza and Garry Carver/Paul Rhodes’ Mitsubishi Colt after two stages.

McDowall managed to hold the gap to Carver as Taylor consolidated fourth but, after clinching second in Class Four, McDowall was still five seconds adrift of retaking sixth place at the end.

Dave Hornbrook/Ann Forster’s Mitsubishi Lancer E4 was eighth with Stuart/James Newby’s Skodaru overtaking Ian Holt/Sam

Bailey’s Ford Escort for ninth on the final stage.

Rob and Josh Watson reclaimed the Class Three lead on the penultimate stage from fellow Ford Escort crew Adrian Baker/Andy Falconer. James Crosland/Don Bramfoot’s Escort topped Class Two after John Tear/Robert Tuton’s Ford Puma retired after four stages and John Deegan/Pauline Merrills broke a wishbone on their Subaru Justy.

Kaeman Walsh/Gareth Williams took charge in Class One from fellow MG ZR crew Chris Lawrence/Kevin Gould after Mick Pickles/Bev Warren’s Nissan Micra had alternator

failure on stage five and Joe/Steve Oade’s Nisscan Micra broke its suspension. David Clucas/Ciaran Tear’s Micra won the other classes.

Results
Organiser: Lindholme MSC **When:** September 11 **Where:** Melbourne, Nyr York
Championships: ANEMMC, EMAMC, ANWCC, Melbourne Challenge **Stages:** 6 **Starters:** 57.
1 Darrell Taylor/Steve McNulty (Ford Fiesta R5) 54m10s; 2 Arron Newby/John Cope (Skodaru Fabia) +35s; 3 Darren Nugent/Helen Hall (Ford Escort); 4 Miles Taylor/Harry Walshaw (Subaru Impreza); 5 Gary Wayne/Neal Bloor (Subaru Impreza); 6 Garry Carver/Paul Rhodes (Mitsubishi Colt); 7 Allan McDowall/James Robson (Ford Escort); 8 Dave Hornbrook/Ann Forster (Mitsubishi Lancer E4); 9 Stuart Newby/James Newby (Skodaru Fabia); 10 Ian Holt/Sam Bailey (Ford Escort). **Class winners:** Darren Clucas/Ciaran Tear (Nissan Micra); Kaemen Walsh/Gareth Williams (MG ZR); James Crosland/Don Bramfoot (Ford Escort); Rob Watson/Josh Watson (Ford Escort); Nugent/Hall.

COLUMNIST

JACK SHERWOOD



The 16-year-old is having a busy first season in single-seaters as he aims for top

Photos: Jakob Ebrey



Sherwood took GB4 win



Eddie Ives (r) at Elite has helped him on journey

My dad Justin raced in Formula 3 so I grew up around motorsport, and it was just natural for me to start racing myself.

When I was five I started karting. I started just in rentals; dad took me down one day and I really enjoyed it. It wasn't until very late in my last year of karting we started thinking about moving to cars and trying to make a career. We'd been speaking to Elite Motorsport for a while and at the end of 2020 I had a test in a Ginetta and I was quite fast and I really enjoyed it more than karting.

Growing up in karting you look up to all of the racing drivers, so the fact that I was now driving a car was really cool. And I liked the way the car felt, you had to hustle it.

In 2021 we were meant to carry on karting and test the Ginetta Junior but then one of the drivers pulled out at the last minute so we did the race season. We didn't have much testing and the results didn't show our pace but we definitely progressed throughout the year and Elite helped me massively. Generally we've been good at racing forward in GB4 and all that racecraft comes from the Ginettas.

Moving to the new GB4 single-seater championship this year was very last minute, same as the Ginetta Juniors was. We were going to do Juniors again and then Eddie Ives, Elite's boss, confirmed he was going to be doing GB4 and the goal of all drivers is to get into single-seaters. They're the pinnacle of motorsport; all the mega drivers and good drivers have raced in them.

I didn't want to move teams and Eddie had already bought the car so we went to Bedford to do a shakedown and I just loved the car: the grip and the power and how light it was. We had a really good testing programme for this year and as I drove the car more and more I liked it more and more. GB4's a mega step to start you on the single-seater ladder; you can go a lot of places from GB4 so it's really helped me for next year.

Recently I took my first win, at Snetterton. It's mega to be able to repay the team and finally show we had the potential to win. After my team-mate Alex Walker left mid-season the team kept going, it would have been easy to stop trying. The team continuously I believe puts out the best car on the grid.

Fair enough, it was a reversed-grid race that I won but it wasn't an easy race: I didn't start on the front row then just drive off. With this win and my other podiums it's been quite a good season.



Sherwood has added British F4 to his schedule

And recently I have also been doing British Formula 4 rounds with Chris Dittmann Racing. It was the story of my career as that was also very late. The Monday before the Snetterton round was when we confirmed we were going to do it. I had never been in the car before the Friday of my debut weekend.

I did British F4 because I wanted to try the new car and get experience in a halo car before we chose anything for next year. Also the more racing you can do the better you'll get, and the more cars you can drive the better for your career.

I really enjoyed the car and the championship. We didn't really have any expectations at Snetterton but we were 1.5 seconds off the pace on Friday and by race three were seven tenths off, which was ideal considering we'd never been in the car before. The CDR crew are probably some of the most professional and easy to work with guys and they helped me massively.

We'll finish the GB4 season because we're not too far off third in the championship – that would be a mega way to end the year – and we've just decided to finish the British F4 season too.

For next year there are a few options on the table. We'll have a few tests at the end of the year and see what's best for us.

Everyone's dream is Formula 1, but so few drivers get there. I would love to make a career in single-seaters – in IndyCar or Super Formula or even Formula E – there's nothing like driving one. But if I have to go to GTs and prototypes that's also fine. As long as I'm making a living from racing cars I'm happy.

"The more racing you can do the better you'll get"

WHAT'S ON

YOUTUBE REVIEW

Our readers' Q&A guest this week Joe Osborne is a skilled GT driver and, these days, a forthright commentator.

And as Osborne explains in the Q&A, his commentary shoots started to sprout in 2016 when he became the latest British GT driver asked to talk through a lap live for video, in his case at famous Spa-

Francorchamps in his AmD Tuning, com BMW Z4 GT3.

He was determined not to be run-of-the-mill, and he certainly cannot be accused of that. During the lap he speculates uniquely about the titles of circuit landmarks, the dependability of Belgian public transport, and on a few other things besides. Being the

consummate pro, he makes sure his sponsors get a plug too.

Still in among it all there are skilful demonstrations of taking Spa's challenges and negotiating slower GT4 cars (plus an errant bollard).

It'll put a smile on your face, and you can watch it at: youtube.com/watch?v=S79LZJLW9Dk.

Graham Keilloh



Go flat out (and flat chat) with Joe Osborne

TV GUIDE



World Rallycross visits Portugal this week

On a quiet week of motorsport Sky Sports F1 compensates somewhat with the virtual equivalent. It has live coverage of the F1 Pro Series esports competition this (Thursday) evening at 1930hrs-2100hrs, then has more of the same at the same time tomorrow.

You can also today catch the best of last weekend's World Rally Championship Acropolis Rally on ITV4 at 2100hrs-2200hrs. While on Tuesday there's the best of this weekend's World

Rallycross Championship double header from Portugal on BT Sport 4 at 2000hrs-2100hrs.

Freesports meanwhile has plenty of motorsport action. There's TCR UK from Donington Park at 0730hrs-0830hrs on Saturday and 0800hrs-0900hrs on Sunday, Australian Supercars action from Auckland at 1000hrs-1155hrs on Saturday, then on Sunday there's the British Truck Racing Championship at 0700hrs-0800hrs, European Truck

LIVE TV

WORLD RALLYCROSS PORTUGAL

Final 1: Saturday, 1700hrs-1800hrs, BT Sport 7
Final 2: Sunday, 1700hrs-1800hrs, BT Sport 5

FERRARI CHALLENGE SILVERSTONE

Race 1: Saturday, 1500hrs-1600hrs, Sky Sports F1
Race 2: Sunday, 0000hrs-0430hrs, Sky Sports F1

NASCAR BRISTOL

Trucks race: Friday, 0130hrs-0430hrs, Premier Sports 2
Cup race: Sunday, 0000hrs-0430hrs, Premier Sports 2

Championship action at 1030hrs-1100hrs then Legends Cars at 1200hrs-1300hrs. Sky Sports F1 has Ferrari Challenge UK Brands Hatch highlights today at 1100hrs-1130hrs and tomorrow at 1615hrs-1645hrs.

WHAT'S ON

RALLYING SATURDAY

■ **Castle Combe Rallyday**
Castle Combe Racing Club (spectators admitted) castlecombecircuit.co.uk
■ **Bushwhacker Rally (N Ireland)**
Omagh Motor Club (spectators admitted) omaghmotorclub.co.uk

SUNDAY

■ **Three Shires Stages (Ledbury)**
Cheltenham Motor Club (spectators admitted) cheltmc.com

RACING FRIDAY-SUNDAY

■ **Goodwood, Sussex**
Revival Race Meeting: Classic and historic races Starts Friday, racing from 1825hrs (qualifying from 0925hrs) Saturday, racing from 1010hrs (qualifying from 0925hrs) Sunday, racing from 0940hrs Admission by advance ticket only (now sold out) Web Goodwood.co.uk Contact 01243 755055

■ **Silverstone GP, Northants**
Ferrari Corsa Clienti: Ferrari Challenge EU, Ferrari Challenge UK Starts Friday, qualifying from 0900hrs Saturday, racing from 1400hrs (qualifying from 0900hrs) Sunday, racing from 1400hrs (qualifying from 0900hrs) Admission £18 Web silverstone.co.uk Tickets online only

SATURDAY-SUNDAY

■ **Brands Hatch Indy, Kent**
Ford Power Live: Porsche Club, 911 and Boxster, Ford Focus, Sports 2000, Clubmans, Allcomers, Modified Fords, FF1600 Starts Saturday, racing from 1155hrs (qualifying from 0900hrs) Sunday, racing from 1125hrs (qualifying from 1000hrs) Admission adult £20, under 13 free Web msv.com Contact 0344 225 4422

■ **Donington Park GP, Leics**
MSVR meeting: GT Cup, Radical SR1, Trackday Championship, Radical Challenge, Monoposto, Trackday Trophy, Bernie's V8s Starts Saturday, racing from 1220hrs (qualifying from 0900hrs) Sunday, racing from 1025hrs (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

■ **Croft, N Yorks**
BRSCC meeting: CityCar, Track Attack, C1 Endurance, Fiesta ST-XR/Civic Cup, Cockshoot Cup Starts Saturday, racing from 1145hrs (qualifying from 0930hrs) Sunday, racing from 1200hrs Admission adult £15, under 15 free Web croftcircuit.co.uk Contact 01325 721815

■ **Snetterton 500, Norfolk**
Truck meeting: Trucks, Mini Challenge, Pre '66 Classic Touring Cars, Pre '83 Touring Cars, Pre '93/Pre 2003 Touring

Cars, Blue Oval Saloon Car/Classic and Historic Thunder Saloons/Jaguars, Pickups, Legends, MGOC Starts Saturday, racing from 1150hrs (qualifying from 0900hrs) Sunday, racing from 0945hrs (qualifying from 0900hrs) Admission adult £22, under 13 free Web msv.com Contact 0344 225 4422

■ **Cadwell Park, Lincs**
750MC meeting: Mighty Minis, 116 Trophy, Formula Vee, Alfa Romeo, Locost, 5Club MX-5, Toyota MR2, 750 Formula, Historic 750 Formula, Sports Specials, Classic Stock Hatch Starts Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

■ **Knockhill, Fife**
BRSCC meeting: Caterham UK, Caterham 310R, Caterham 270R, Caterham Roadsport, Caterham Academy, BMW Compact, Fiesta, Fiesta Junior Starts Saturday, racing from 1300hrs (qualifying from 0830hrs) Sunday, racing from 0945hrs (qualifying from 0830hrs) Admission adult £16, Web knockhill.com

SPORTING SCENE SATURDAY-SUNDAY

■ **Pembrey, S Wales**
BTRDA Rallycross Starts: 0900hrs (both days) Admission: £15 (Saturday), £18 (Sunday) Contact: pembreycircuit.co.uk

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Photographs must be of a good quality and please send no more than three images

ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!



Michael Vickers captured this classic hillclimbing Surtees



A monster TVR, from David Harbey



Peter Atkins was at Silverstone...



A swarm of Minis, from Sam Nudd



...and also at Hednesford Hills

NEXT EDITION

STEP BACK IN TIME
All the fun from the Goodwood Revival



STARS AND CARS COME OUT TO PLAY

Action from the Castle Combe Rallyday



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115609

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115056

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115940

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